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**SUMMER
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Aug 2017
Issue 81



Model World



74
**PRODUCT
REVIEWS**

ACE AMPHIBIAN

We build Airfix's new 1/48 Walrus Mk.I

SINO-SHARK

Trumpeter's 1/72
J-15 with flight
deck



CZECHMATE

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WELCOME TO ISSUE 81

after many years, and with great gusto bought an airbrush, various tools, detail parts, a plethora of weathering media and new kits...but when reality set in, he was simply overwhelmed by it all and wondered just where to begin. Certainly, if some of the questions sent for our Plastic Surgery page are anything to go by, there is a goodly number of adults re-entering modelling in their retirement or after a decades-long absence. I thought about this for some time, and from my own experience in more than 40 years of modelling, the hobby has transformed itself completely; I know of no other pursuit that offers so much product, even when one goes beyond the kits themselves, and

I can see why it could all seem bewildering to some.

The answer to the conundrum, at least in my mind, is purely to keep things simple for starters and follow the basics, many of which do not change. Careful preparation of parts, neat-as-possible gluing, sanding of seams for a better finish, and the appropriate thinning of paint for brush-painting and/or airbrushing are all tenets for successful modelling. In AMW's early days I compiled a series of features for beginners, with Airfix's 1/72 new-generation BAE Hawk as the basis, and you know what? I brush-painted the whole thing and employed elementary methods... but the result was truly satisfying, even for someone as long in the modelling tooth as myself.

This month's bumper 132-page summer special offers something for every skill level, and I'm sure many readers will welcome our extra Messerschmitt Me 262 supplement, which offers not just a test-shot build of the new 1/72 Airfix single-seater, but also Revell's large-scale night fighter. Luftwaffe fans have much to be thankful for, but I'm confident that Airfix's 1/48 new-tool Supermarine Walrus, also built in this edition, will turn more than a few heads. Enjoy!

Chris

Chris Clifford, Editor
chris.clifford@keypublishing.com

All the gear and no idea! That was the exclamation from an AMW reader who decided to telephone me recently. The jolly gentleman told of how he'd returned to the hobby



FREE GIFT!

Subscribe to AMW and claim your free 1/72 Hurricane Mk.I model kit or 5-piece diamond file set. See page 108.

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The average sale for the period Jan - Dec 2016 was **12,730** print and digital copies monthly.

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100 ADVANCED BUILD
US GUN TRUCK



53 Me 262 Special Supplement

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Mike Grant replicates China's latest naval aviation asset via Trumpeter's 1/72 J-15 with carrier deck...with outstanding results!

26 Out and About - Rotary Bliss

Fans of rotary aviation will find bags of inspiration at The Helicopter Museum, as Dave Oliver discovers.

28 Intermediate Build - Czechmate

John Bonanni champions 1/48 scale armour with Tamiya's Panzer 38(t).

36 Out and About - Bucks Bonanza

Stu Fone and Dave Oliver had a blast at the Milton Keynes model show. Check out the photos in this issue, and on our website.

38 Exclusive Build - I Am the Walrus

In a move that will delight legions of modellers, Airfix is about to release an all-new 1/48 Supermarine Walrus. Here, Jen Wright finds a wealth of detail in her test-shot build.

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The Walrus' genesis is explored by our history writer, Malcolm V Lowe.

50 Out and About - Carpathian Classic

Malcolm V Lowe finds stunning modelling at Hungary's Moson Model Show.

76 Advanced Build - Targa Terrier

Ian Hartup converts Revell's Mini Cooper into twin-engined version from the 1963 Targa Florio.

84 Intermediate Build - Nordic Arrow

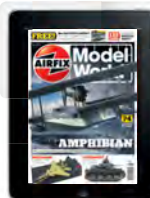
In a fond farewell to our contributor Jan Maes, who died recently, we present his last build for AMW...Special Hobby's 1/32 Fiat G.50 in Finnish colours.

92 Intermediate Build - Fist of the Fleet

Chris Jones finds there's detail aplenty on Kinetic's 1/48 F/A-18C Hornet.

100 Advanced Build - Too hot, Too Heavy

Dave Oliver shows how he created an award-winning diorama, with Italeri's US Army Gun Truck as the centrepiece.



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BREAKING NEWS

WICKED WIMPEY



AIRFIX HAS provided CAD imagery of the first of next year's new kits to be promoted...the Vickers Wellington Mk.Ic. Coded AO8019, and with an RRP of £30.99, this 1/72 offering is packed with detail, from the type's geodetic internal structure, and separate bomb

bays with their own features and stores, to the seriously busy fuselage interior, which offers a well-appointed cockpit and navigator's station, along with bulkhead/frame detail; nose and tail turrets also look impressive. Check out Airfix's Workbench Blog for more details.

FASCIST TWIN RETURNS



1/72 MESSERSCHMITT Bf 110C

AIRFIX IS re-releasing its new-tool 1/72 Bf 110 with new markings. Kit AO3080A offers the same plastic as before, but provides liveries for the German Luftwaffe and Italian Air Force. Both wear splinter pattern, although whereas the German aircraft has its camouflage over RLM 76 undersides, the under-surfaces of

the Italian example are black. The actual aircraft represented are:

- Bf 110C, 2N+DC, Helmut Florenz, II./Zerstörergeschwader 1, northern France, 1940-41
- Bf 110C-3, 235-5, 235th Squadriglia, Regia Aeronautica, Lonate Pozzolo, Italy, early 1943

For further details visit: www.airfix.com

ALL IN THE VISAGE

WIN THE chance of having your face immortalised as an Airfix instruction sheet pilot caricature! Competition details can be found on the latest



Airfix Workbench (June 30, 2017). Visit www.airfix.com/workbench for more information and how to enter. The competition closes a month after being live (end of July 2017).

PUNITIVE PLATYPUS

Russian Su-34 Fullback Fighter-Bomber

★ Length: 305mm ★ Wingspan: 204mm ★ Parts: 550+pcs



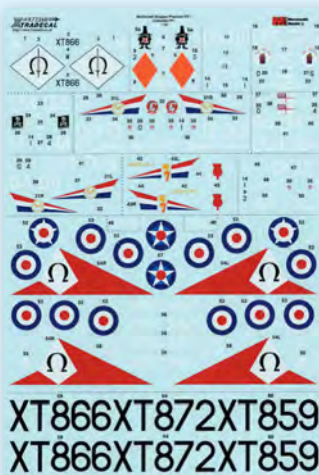
RUSSIA'S FLANKER-derived Su-34 *Fullback* is an imposing beast, yet model companies have been slow to release modern renditions of the 'utkonos' (platypus) or 'hell duck' as it's also known.

Trumpeter's 1/72 offering (01652) comes in a surprisingly large box, due to the horizontally split fuselage/wing halves being supplied in a protective cardboard frame. It comprises 32 styrene runners (24 for ordnance), so this is effectively a kit and weapons set combined. The detail is impressive, with delicate engraved panel lines, and it's a quantum leap over previous efforts in this scale. There's a superb

cockpit and undercarriage bays, but the highlights are the Saturn AL-31 engine nozzles, with finely moulded inner and outer exhaust petals.

Armament comes from Trumpeter's existing *Flanker* and *Fencer* kits, with a mix of 'dumb' and 'smart' bombs, air-to-ground/air-to-air missiles and multiple stores racks. However, not all stores are applicable to *Fullback*, so references should be checked. The two decal sheets are superb (one is dedicated to weapons stencilling), with full airframe data for two schemes; one in an eye-catching two-tone 'shark' livery, the other in three-colour disruptive camouflage. www.pocketbond.co.uk

SENIOR SERVICE SPOOKS



GETTING AHEAD of the game regarding Airfix's forthcoming 1/72 Royal Navy Phantom, Xtradecal has released this handsome new set of markings. Sheet X72268 offers ten individual Fleet Air Arm FG.1s in the operational Extra Dark

Sea Grey over white livery, and these include special markings, such as the 'Colonial Navy' XV500/001/R, with Silver Jubilee radome flash, seen during cross-decking aboard USS *Saratoga* (Silver Jubilee devices are also worn by three other aircraft represented here). All but two of the choices sport 892 NAS 'Omega' tail artwork, and six are fitted with the tail-top ECM fairing.

The two non-892 NAS jets hail from the Phantom Post-Operational Conversion Unit, and 700P NAS Intensive Flying Trials Unit; it's great to see the McDonnell 'Spook' motif on an orange diamond provided for the latter aircraft. While just the main sheet is shown here, another smaller carrier sheet holds the remaining under-wing serials. For more details, see: www.hannants.co.uk

TIGER PROGENITOR

HONG-KONG'S Revosys may be a new name to the hobby, but it's 1/35 Henschel VK36.01 experimental German heavy tank kit is stunning.

While just a single prototype VK36.01 was built, it's a key element in the Pz.Kpfw. VI Tiger's lineage. Revosys' inaugural kit (RS-3001) features stunning exterior and interior detail, and comprises more than 30 styrene runners, two photo-etched metal frets, and a separate lower hull. The innards are brimming with fixtures, including a complete fighting compartment, driver's station and gearbox, spare MG 34 ammunition bags, a full Waffe 0725 gun breech and radio fit. The crisply moulded parts are all flash free, with fine attachment gates and



minimal seam lines. Two neat jigs are supplied for the individual-link tracks, enabling them to be built either way up. Options abound for the turret, with a choice of what appears to be a 7.5cm KwK 42 L/70, 8.8cm KwK 36 L/56 and 7.5cm KwK 40 L/43 for

the main gun and two styles of commander's cupola. The schemes are designed by AMMO MIG, and feature five notional machines, in various camouflage. For more details, visit: Revosys' Facebook page or UK distributor www.tiger-hobbies.co.uk

CASTOLDI'S SPEEDSTER



ARGUABLY ONE of the most beautiful aircraft ever built, Macchi's record-breaking MC.72 floatplane has been re-created in scale form by Hungarian firm SBS Model.

This stunning machine, designed by Mario Castoldi, held the world speed record for all aircraft for five years, and is still the fastest-ever piston-engined seaplane.

There's a splendid level of detail on SBS Model's resin kit, which has delicate engraving and super-fine rendering of the unique wing- and pontoon-mounted radiators. The fuselage halves are also impressive, due to their superb exhaust ports, grilles and integrally cast cockpit features. A contra-rotating propeller unit is also supplied, along with PE seatbelts, instrument panel, rudder pedals, throttle levers and towing eyes. The decals provide for MM 181 in 1934, as flown by Francesco Agello, at Desenzano del Garda, Italy. For further details, visit: www.sbsmodel.com

GAP IN THE MARKET...FILLED!



THE LACK of a good-quality 1/72 injection-moulded Canberra B.2 kit has long puzzled many modellers, but the wait is finally over thanks to S&M Models. The British limited-run specialist plans to release not

just a B.2, but also a T.4 at this year's IPMS Scale ModelWorld at Telford. A single RAF colour scheme is provided with each,

and they are: B.2, WK162/CA, 100 Squadron and T.4 WT488/Y, 231 Operational Conversion Unit. We'll offer a full build of this kit in due course. www.sandmmmodels.co.uk



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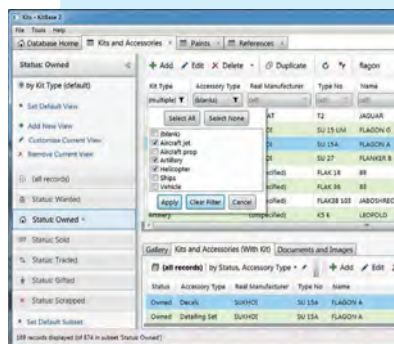
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in brief



TRACKING THE STASH

Keen modeller Gary Marples helped us tremendously with his first KitBase computer package, to help record kits, aftermarket items and more. Now, the tech wizard has updated the programme to KitBase 2 standard; it offers a new database engine designed 'from the ground up' to synchronise across devices (desktop, mobile), an import tool to transfer KitBase 1.4 lists to KitBase 2, and a brand-new form designer, so one can rearrange data entry to one's desired layout. The tabbed format also has new References and Paints tables, and revamped search filters. For further details, visit: www.kitbase.com

ITALIAN CLASSIC

Fans of race cars will welcome Profil24's new release...a stunning Lancia D20. This 1/24 mostly resin kit also offers photo-etched metal wheel spokes and rims, among other fine details. It also comes with enough decals to depict 1953 Le Mans cars #30/31/32/63 and #76 from the same year's Targa Florio endurance race. Check out www.profil24-models.com for further details of this and other releases, which include a re-issue of the firm's 1/43 Ford GT40 kit (Le Mans 1968-69).

M10 ERROR

In last month's issue, the incorrect web address for Tetra Model Works was included in the US Tank Destroyer M10 accessory set (ME-35047) review. The correct address is: www.tetramodel.co.kr. Apologies to Tetra Model Works and you the readers for this mistake.



NEW DECAL RANGE



MODELLERS WHO lamented the demise of Afterburner Decals can rejoice, as two of the three partners involved have launched an entirely new range. Bullseye Model Aviation is the product name, and proprietors Scott Brown and Shawn Hull have launched four 1/48 sheets, focused on USAF and US Navy jets. As with the defunct Afterburner releases,



these all benefit from meticulous research and great printing by Cartograf...but they will be available exclusively through US mail-order specialist Sprue Brothers. The four sheets are 48-001 VFA-81 Sunliners Desert Storm, which offers nine Legacy Hornets from the First Gulf War, including the MiG-killers of Nick Mongillo and Mark Fox.

Sheet 48-002 Guard Eagles delves into the Air National Guard with 14 F-15C liveries, and Missouri, Massachusetts, Oregon, Florida, Montana, California and Louisiana aircraft are represented; some wear non-standard desert paint shades. Adversary F-16s are covered by 48-003 Aggressor Vipers, via a super-generous 18 schemes (all but one aircraft are C-models, the other a D), and are stunning due to the associated paintwork... Fulcrum, Sand, Flanker, Flogger, Banana, Splinter and Blizzard patterns can all be modelled. The final sheet is 48-004 Desert Storm Vipers, which provides ten F-16CGs with HL and MY tailcodes, when based in Saudi Arabia and the UAE during the First Gulf War. Bullseye has a facebook page, but the decals themselves can be ordered via: www.spruebrothers.com

WHEELED SAMSON



POLAND'S IBG Models delighted modellers when it announced its 1/35 Scammell Pioneer SV2S breakdown tractor. With 17 runners and seven tyres, a PE fret and a length of thread (for the crane), kit 35029 is a corker. The parts are crisp, devoid of flash, and mould seams and ejector pin marks have been kept to an absolute minimum. As with IBG's other offerings, this is a build for more experienced modellers, but the result will be magnificent straight from the box. All that's missing from the engine are fuel and electrical lines; otherwise it's

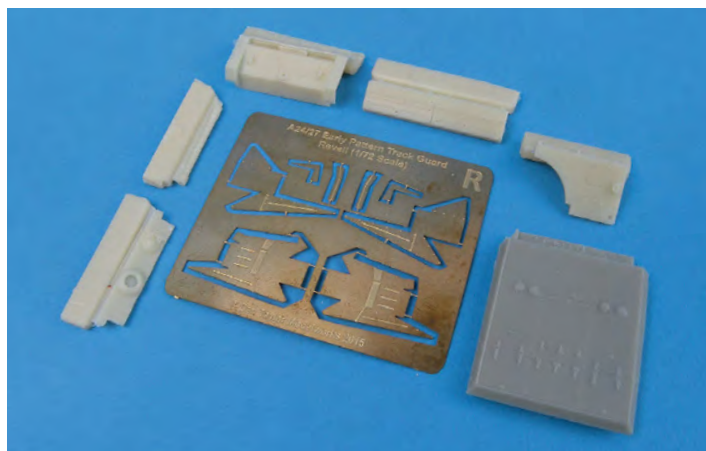
a mini-kit in its own right, and the same can be said for the chassis, transmission and crane sub-assemblies. However, the cab is the real highlight, with its simulated steel-plate floor, five-part seats and a full set of control levers/pedals. Five schemes are supplied, for Soviet, South African, British and Polish vehicles...and a captured machine in Afrika Korps colours. With masses of detail, clever parts breakdown, and a bonus A4 print of the box artwork, this is liable to be a popular choice among armour and World War Two aficionados. More details are at: www.ibg.com.pl

MUGEN-TUNED RACER



AUTO MODELLING aftermarket producer Decalpool now offers a resin and decal package for converting the Beemax 1/24 Honda Civic EF9. Set DP-151 provides white resin front and rear spoilers and a bonnet, along with clear parts for the headlamps glass. It transforms the kit item into Honda's 'Grand Civic' in Mugen Idemitsu Motion guise; the #100 car helped to secure the manufacturers' crown for Honda in the 1990 Japan Touring Car Championships. While the resin is excellent, the decal sheet is a real stunner, with beautifully printed sponsors' branding, race numbers and metallic trim. For further details, visit: www.decalpool.com

ROUNDHEAD TO ROYALIST



ADMITTEDLY THIS isn't an English Civil War subject, but rather an elegant Dan Taylor Modelworks conversion for Revell's 1/72 Cromwell Mk.IV cruiser tank.

Courtesy of set C-76122R, six beautifully cast resin components and small photo-etched brass fret backdate the kit to the A24 Cavalier, replacing the engine deck, rear and bow plates, track guards, stowage boxes and main gun. There are clear

and concise instructions on how to modify the styrene upper hull in preparation, and photos show how the conversion parts fit. As a bonus, a guide is included to correct the Cromwell's road wheel spacing to that of a Cavalier, and how to alter the wheels themselves to pierced-rim items (although Dan Taylor also produces a specific resin set - C-76087 - to address this): www.dantaylormodelworks.com

GREAT WAR LEGENDS



FANS OF large-scale World War One models will be delighted by the return of two classic Wingnut Wings' 1/32 offerings, in the shape of its Fokker D.VII (Fok) and Albatros D.V/D.Va.

The D.VII (32067) is the first to arrive, featuring identical parts to Wingnut's 2012 iteration, but with markings for five early production aircraft, including those of Rudolf Berholt and Bruno Loerzer. Notable among the decals (supplied on four Cartograf-printed sheets) are those for the strié (stripey) camouflage, which was applied to the first 150 airframes. However, it's the Albatros Jasta 5 Green Tail Trilogy (32701) that brings the real fun, as it's a triple-kit package, dedicated to

this Royal Prussian squadron.

Both D.V and D.Va variants can be built, and there are 11 spectacular schemes, with decals supplied on 12 sheets, including five-colour lozenge and a plethora of rib tapes. This is likely to retail for approximately £180, but when one considers a basic Wingnut 1/32 aircraft costs in the region of £70-80, this represents good value for those with the budget. Both releases offer a range of options, such as engine types, cowlings, windscreens, radiators and propellers, and compared to other biplanes have minimal rigging, especially the D.VII. Further details, build hints and tips are at: www.wingnutwings.com

VOUGHT'S 'MIG MASTER'



HASEGAWA'S TRUSTY 1/48 F-8 Crusader mouldings have been re-boxed in a special limited edition offering from Eduard. Besides the original Japanese styrene, Kit 1110 provides photo-etched brass and pre-coloured metal details, tape masks and a resin ejection seat, main and nose wheels. If one has never built an F-8 in this scale, opening Eduard's box reveals a surprisingly long fuselage, and the detail is generally impressive.

Notable features include separate control surfaces and the option to show the trademark variable-incidence wing in raised or in-flight positions. Five colour schemes are represented via the stunning decal sheet, which typifies the high-visibility markings of the Vietnam War era...and there are two MiG-killers among them, including F-8 legend, Commander Dick Bellinger. For further details visit: www.eduard.com

ALL ABOUT ABRASION



SPONSOR OF *Airfix Model World's Plastic Surgery* page, Ultimate Modelling Products, has announced new additions to its range of sanders.

They are 400/800-grade Modellers Sander, 400/400 Thinny Stick and 800/800 Thinny Stick. These are now colour-coded to differentiate between these and other grades in the range. As well as having these in the usual triple packs for Modellers Sanders and six-packs for Thinny

Sticks, the 400/800 Sander is being added to the multi-pack of Modellers Sanders and Starter Pack of Modellers Sanders; both the 400/400 and 800/800 Thinny Sticks are being added to Thinny Stick Multi Packs. www.umpretail.com

AIRFIX RARITIES UNDER THE HAMMER



ORIGINAL ROY Cross Airfix box art paintings are up for grabs at the next Vectis specialist auction.

The iconic artist is providing eight original works, which include the Boeing 747, HMS *Victory*, *Prinz Eugen* and the West German Destroyer *Rommel* (Roy's last ever commission for Airfix). Another iconic Airfix artist from yesteryear, Geoff Hunt, is represented via original naval paintings, including HMS *Ajax* and HMS *Hotspur*. In addition to the original paintings, there are numerous final version tracings, signed proof box tops and artists 'roughs'.

The sale at Vectis' facility in Stockton on Tees, on Friday July 28, will also include a number of extremely rare

Attack Force first-issue polythene vehicles, produced in the mid-1960s; predominately for wargamers, these were retailed on brightly coloured carded mounts. This sale offers an extraordinarily rare Centurion Tank trade box, five carded Centurions, two carded examples of the Troop Carrier, boxed (rare 2nd issue) Elephant SP Guns and Tiger Tanks. A fine selection of Airfix kits - late 1950s/early 1960s issues - German-release kits, US Airfix releases and a selection of 1/76 and 1/32 figures are also for sale.

This will probably be the last occasion that such a comprehensive collection of this quality will come onto the market. Visit: www.vectis.co.uk for further details.

ON THE ROAD AGAIN

VIGNETTES ARE great for displaying figures, a vehicle or a mixture of both, and adM Models' growing range of bases is ideal as a means of showcasing one's scale efforts.

The resin 1/35 Tarmac Road with Manhole Cover, Pavement and Wall Section is sized to fit a 5 x 7in (12.7 x 17.7cm) photo-frame,

and will accommodate smaller subjects such as light tanks or reconnaissance vehicles...or even a civilian car, tractor etc. It features a suitably roughened texture for the main tarmac trackway, a raised manhole cover, flagstone-style pavement section with kerb, and separate eight-course wall segment with base and capping stones. Preparation is minimal, with just casting burrs needing to be wet sanded (to avoid issues with resin dust) before construction and painting begins. Best of all, this type of roadway would be suitable for most scenes between World War One and modern times.

Further information is at: admmodels.co.uk



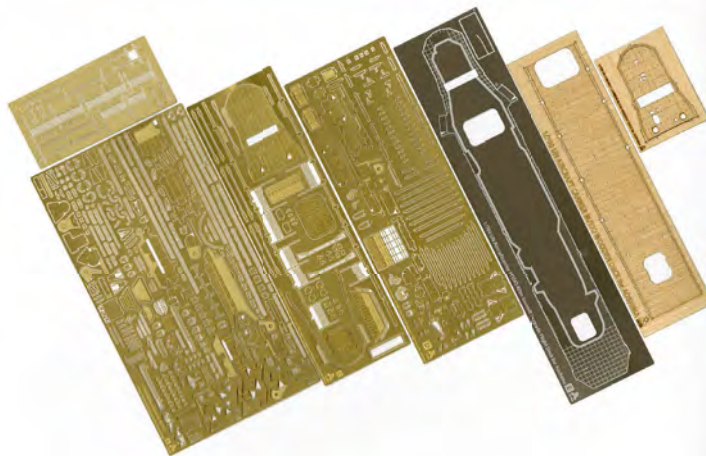
RECORD-SETTER



LAST YEAR Hasegawa re-issued its superb 1/72 P-51B/C mouldings to depict air racers, and they re-appear yet again in a similar vein. This new dual-kit boxing (02215)

offers the same plastic but with decals for the P-51C 'Excalibur III'. Paul Mantz won the 1946 and 1947 Bendix Trophy races with this aircraft (as NX1202). In May 1951, though, Capt Charles Blair flew the same machine (then coded N1202 and named Excalibur III) across the North Pole in 10½ hours...a new record. The kits here are as well moulded as ever, with fine panel line engraving, but the cockpit is sparse and just a decal is provided to portray instrument panel features. Two propellers are supplied (Aero Products, and Hamilton Standard 'cuffed'... although reference photos of the real aircraft seem to show a different prop), the decals are excellent, and the white seems dense enough to prevent bleed-through of the required red paint. Resin parts are included for the fin fillet and under-fuselage fairing. For further details, visit: www.amerang.co.uk

UPGRADED 'DRAGON HORSE'



AOSHIMA'S 1/700 Imperial Japanese Navy (IJN) carrier *Ryūjō* (Dragon Horse) gets a major facelift, courtesy of Tetra Model Works' photo-etched brass and laser-cut wood ensembles. Being a 'true' flat-top design (without an island superstructure), *Ryūjō*'s deck is its focal point, and Tetra's IJN Aircraft Carrier *Ryūjō* (after 2nd upgrade) Flight Deck Set (SA-70012) improves it immensely. Comprising three photo-etched (PE) brass and metal frets, and two laser-cut self-adhesive decking sections, it replaces the kit's styrene surface in its entirety, along with the stern support stanchions, and adds strengthening frames to the

vessel's rear overhang. Edge netting segments and various additional hull fittings are included, along with new aircraft lifts.

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Hosts:	The Figure Modellers' Collective
Address:	Laxton Cloisters, Oundle School, New Street, Oundle, Northants, PE8 4EE
Times:	10am-4pm
Prices:	Adults £3
Email:	adrianhopwood@hotmail.co.uk
Web:	Figureworld Model Show (Facebook)



AUG 6	EAST OF SCOTLAND MODEL SHOW
Hosts:	IPMS Dundee
Address:	Marryat Hall, Caird Hall Complex, City Square, Dundee, DD1 3BY
Times:	10am-4pm
Prices:	Adults £4, children/concessions £2
Email:	mrmrg56@gmail.com
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AUG 13	PLASTIC MODEL AND WARGAMING SHOW
Hosts:	IPMS Avon/Lincombe Barn Wargames Society
Address:	Thornbury Leisure Centre, Alveston Hill, Thornbury, South Glos, BS35 3JB
Times:	9.30am-4.30pm
Prices:	Adults £5, under-16s £2
Email:	ipmsavon@gmail.com
Web:	www.ipmsavon.org.uk



AUG 20	NORTHWEST KIT SWAP
Hosts:	IPMS Lancashire
Address:	The Canberra Club, Samlesbury Aerodrome, Balderstone, Lancashire, BB2 7LF
Times:	10am-3pm
Prices:	Free
Email:	ipmslancs@gmail.com
Web:	www.ipmslancashire.wordpress.com



SEP 2-3	MEDWAY MODEL SHOW
Hosts:	Medway Modelling Club
Address:	Royal Engineers Museum, Prince Arthur Road, Brompton, Gillingham, ME4 4UG, Kent
Times:	10am-5pm
Prices:	Adults £5.70, children and concessions £3.85, under-5s free
Email:	kimmmary18@hotmail.com
Web:	www.re-museum.co.uk



AUG 6	BDAC MODEL SHOW
Hosts:	Boscombe Down Aviation Collection
Address:	Hangar 1 South, Old Sarum Airfield, Old Sarum, Salisbury, SP4 6DZ
Times:	10am-4pm
Prices:	Adults £8.50, concessions £7, children £6
Email:	steph@worldstamps.co.uk
Web:	www.boscombedownaviationcollection.co.uk



AUG 19-20	31 EXPOSICION Y CONCURSO DE MODELISMO ESTÁTICO
Hosts:	IPMS Mar Del Plata
Address:	UTHGRA Hotel, Tucumàn 2662, Mar del Plata, Argentina
Times:	Sat 10am-6pm Sun 10am-6pm
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AUG 26	SS 2017
Hosts:	Scale Scotland
Address:	Hilton Edinburgh Airport Hotel, Edinburgh International Airport, EH28 8LL
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Prices:	Adults £5, under-16s free
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SEP 3	AERO SPACE & VEHICLE 2017
Hosts:	IPMS Wombourne
Address:	The Community Centre, Church Road, Wombourne, South Staffs, WV5 9EZ
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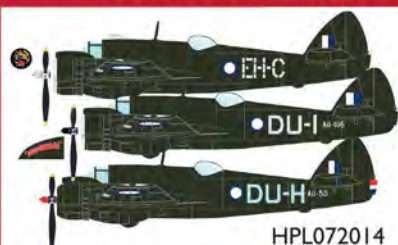
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SINO-SHARK

Mike Grant creates an impressive Chinese carrier deck scene with Trumpeter's 1/72 J-15



If the Shenyang J-15 bears a striking similarity to the Russian *Flanker-D*, there's a good reason for it: an incomplete Su-33 prototype was obtained from Ukraine by the People's Republic of China, and reverse engineered to create the J-15 Sea Shark.

Although visually almost identical to the Sukhoi, the Chinese aircraft is equipped with domestic engines, avionics and weapons.

Hasegawa was the first to release a 1/72 kit of the J-15... essentially its impressive Su-33 boxed with Chinese

► Trumpeter's recessed panel line and rivet detail was commendably fine throughout.

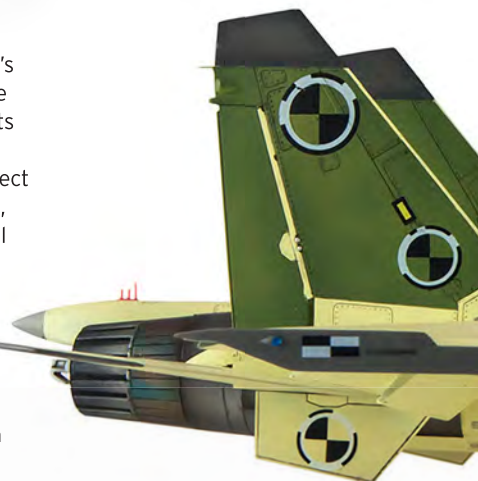
▼ The pilot figure had one poseable arm. Two deck crewmen were also supplied, as well as decals for the backs of their jackets.

prototype decals. However, despite the strong similarities, there are external differences between the Su-33 and the J-15 (the shape of the extended tail boom being one of the most obvious). Unsurprisingly, China's Trumpeter is the first to release a true J-15 model, which reflects more accurately the various nuances, and as one might expect from an indigenous production, the kit certainly looks like a real labour of love.

It's moulded in light grey with superbly recessed panel lines and rivet detail; although in common with some other 3D-CAD tooled models, the detail is sharper and deeper on flatter areas such as the wings and tailplanes, but slightly less well-defined on curved surfaces. Optional parts are supplied to depict folded wings, the airbrake

and canopy can be posed open or closed, and four runners of weapons are included, along with a small photo-etched (PE) metal fret.

This first release of the kit is boxed with a large section of carrier deck, which includes the Jet Blast Deflector (JBD) and a



▼ The canopy's compound curve necessitated a moulding seam along its length, but a coarse sanding stick was used initially to remove the seam line. This was followed by progressively finer Micro-Mesh sticks, and a bath in Pledge to restore the clarity.



fairly significant modifications must be made to the control surfaces, and Trumpeter makes no mention of this fact until the very last page of the instructions, supposedly after the model has been completed! In fact, even the inclusion of a pilot in the cockpit (something of a prerequisite for a carrier launch) appears to be an afterthought, again being referenced on the last page.

Had I not followed an online build of the kit, I would almost certainly have blundered ahead, not realising my error until the very end of the project. Before this work could begin though, the upper and lower fuselage halves had to be mated, which meant the cockpit needed to be installed first.

pair of arresting gear/catapult crew members.

Beginning at the... end?

Anyone planning to build Trumpeter's J-15 as a stand-alone model - not utilising the carrier deck base - could forge straight ahead by following the kit instructions, beginning on page 1 and progressing right through the painting/decaling stages to completion. Unfortunately, to correctly depict the aircraft ready for take-off on the carrier deck,

Sea-going 'office'

The cockpit was simple, but adequate: a tub with side consoles, instrument panel, control column and a well-detailed, two-part seat. A decal was supplied for the instrument panel, but what appeared to be decals for the side consoles were in fact chaff dispensers for the upper fuselage, so suitable switch panels were sourced from Mike Grant Decals Jet Cockpit Details (CKJ072). A clear part was supplied for the



▲ Cockpit detail was adequate, with little being visible through the canopy apart from the bright orange-suited pilot.



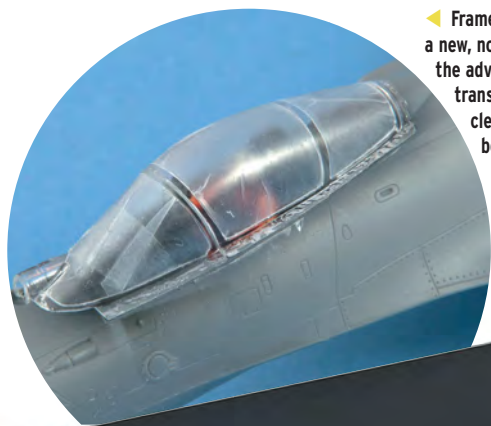
▲ Mr. Dissolved Putty was flowed along the (minimal) seams where the vertical fins attached to the fuselage.



▲ For masking, Parafilm was pressed tightly into place over the canopy. Multiple pieces can be used since the film adheres well to itself.



◀ Frames were cut freehand with a new, no. 11 scalpel blade. One of the advantages of Parafilm is its translucency, which allows a clear view of moulded detail beneath it.



HUD. Various shades of grey and black were used for the cockpit, but a splash of vivid colour was introduced in the pilot's flight suit, which photos showed to be bright

orange, while his helmet was painted gloss white. The completed cockpit was then sandwiched between upper and lower fuselage halves, which virtually snapped together.

In common with many modern jet kits, there was a noticeable seam line running through the centre of

the canopy. Progressively finer grades of Micro-Mesh polishing sticks were used to sand the raised seam, followed by a final dip in Pledge floor polish to restore the part's clarity. The front lens of the infra-red tracking system on the canopy was removed, given several coats of Tamiya X-19 Smoke and Pledge, then set aside for attachment later.



▲ Matt black paint was then airbrushed to simulate the glazing's internal frame colour. Note that the pilot's bright orange flight suit is still visible through the overspray!

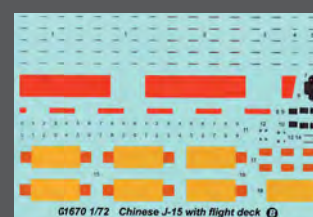


▲ Grilles on both sides of the intakes were supplied as photo-etched brass parts. Since little tensile strength was required, slow-drying Gator Glue allowed accurate positioning.

"THE AIRBRAKE AND CANOPY CAN BE POSED OPEN OR CLOSED"

DECAL OPTIONS

- Prototypes 551, 552, 553, 556 in overall yellow primer
- Prototypes 554 and 555 in overall light grey



Once the canopy was in place, Parafilm was pressed tightly over the part and the canopy frames were cut freehand with a fresh no. 11 scalpel blade. Black was then airbrushed to simulate the interior framing.

Short take-off

Stage 3 of the instructions dealt with the differing wing-fold options, but for a launch scenario they would obviously be extended. The fit of the outer wing panels was exemplary once again, requiring the merest hint of Deluxe

Perfect Plastic Putty to hide the seam. (After the model had been painted, the wing-fold line was reinstated with a 2H pencil for a proper scale appearance.)

As tempting as it was to display the J-15's airbrake open, this would never happen on an aircraft about to be catapulted off a carrier, so it was glued closed. Likewise, canards should be tilted upwards slightly, while the horizontal stabilisers would be angled downward for take-off.

The big intakes were attached next, and these needed to be clamped while the glue dried to obtain a good fit. There was little point painting and installing the jet

intake nozzles (parts C29) as they were obscured completely by the intake shutters, and in fact a better fit was achieved by omitting them altogether. The insides of the intakes were sprayed dark grey, and then required complex masking prior to the main airframe painting. A pair of PE grilles was supplied for the intake sides, and these were attached with slow-drying Gator Glue, allowing time for careful alignment.

Tails of woe

It's somewhat discouraging that after 40 years of modelling experience and numerous kit completions, I made the basic, elementary mistake of inadvertently switching the vertical fins. While it would have been thoughtful if Trumpeter tabbed

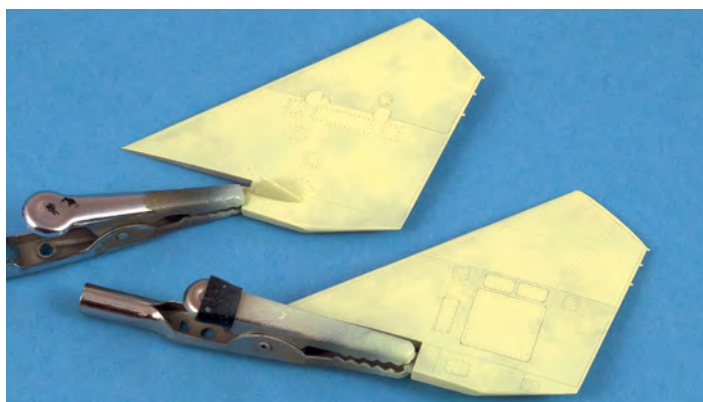
each fin differently to prevent such an error, no blame at all can be attributed to the manufacturer. The fins had been glued securely in place and a bead of Mr. Dissolved Putty flowed into the seams, and since there was visually little to distinguish right and left parts, the error didn't become apparent until the stabilisers were installed. It was then discovered the actuator vanes didn't align with the housings on the fins; they were about 1/16in (1.5mm) out of alignment. By then it was too late to correct the fins, so the actuators on the stabs were sawn off and re-positioned to streamline with the tail fairings... inaccurate, but more acceptable aesthetically.

Shark's underbelly

Although Trumpeter provided plenty of ordnance, none of the reference photographs sourced showed any of the prototypes carrying weapons, although



▲ Tamiya Fine White Surface Primer was decanted from the rattle can and applied to the airframe by airbrush. Then, pre-shading with a dry-brush technique was tested on the tails.



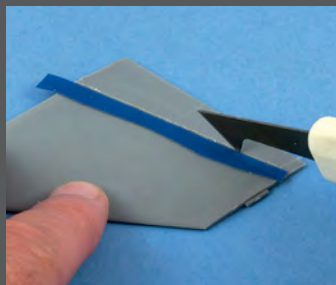
▲ A few coats of white misted over the pre-shading reduced its contrast, after which the yellow was airbrushed in several light coats, further adding to its subtlety.

GETTING IN A FLAP

Necessary changes to the control surfaces were best carried out after the wing and fuselage halves were glued together. A superb photo from April 2014's issue of *Combat Aircraft* magazine clearly showed the correct configuration of dropped flaps/flaperons, so work commenced with this and Flankerman's Internet article as a guide.



▲ The inner flaps were the first to be removed using a razor saw, but note that the cut should be made not along the hinge line itself, but on the panel line above it. Dymo labeling tape was used as a guide to keep the saw blade on course.



▲ A Lucite-cutting knife removed the outer flap/flaperon, and passes along Dymo tape guides separated the parts. The outer flaperon was then cut off and set aside, while the inner was discarded.



▲ Trumpeter supplied parts for the dropped flaps on a separate runner, but the instructions failed to mention, until the last stages, these too must be sawn in two along the wing-fold line.



▲ Removing the flaps caused damage to the fuselage sides, so this had to be repaired with cyanoacrylate (CA) glue and much sanding...another reason to carry out this surgery before the model is fully painted!



▲ The completed port wing after modification; J-15s are equipped with flaperons, which can act as both ailerons and flaps. Unlike conventional ailerons, which move up or down in opposing directions, flaperons can be dropped simultaneously to increase lift.

pylons were installed in two instances. On the subject model, a single pair of outboard wing pylons were attached to add interest.

The forward undercarriage bay was devoid of any detail, just smooth, slab-sided walls, but conversely the gear legs and wheels themselves were very well represented. The large spotlights

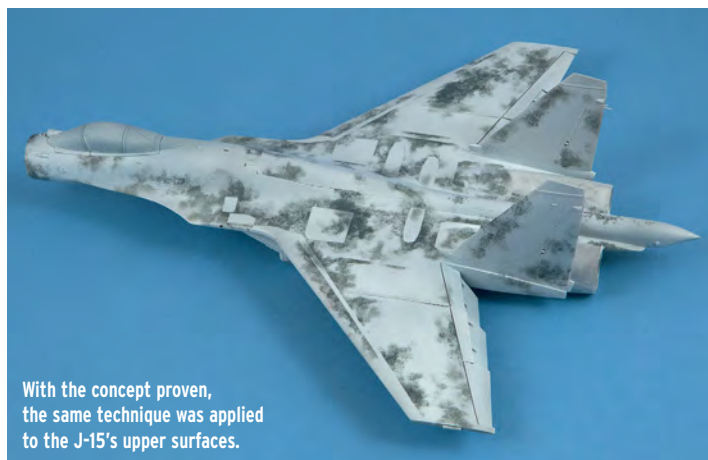
on the front leg were supplied as clear parts; the backs of these were airbrushed chrome silver, then grey, then the lenses coated with clear varnish. Some suggestion of wiring and cables was added via EZ-Line, which although slightly flat in profile, looked fine at this scale and sagged realistically. It's worth noting that although

the undercarriage parts all fitted snugly during a dry-run, the addition of a few layers of paint adversely affected the fit, such were the tight tolerances. Not a major setback, but be prepared for slight scraping on the attachment points.

Gear doors were a little on the thick side, but fitted well (bearing in mind the previous caveat). Inner doors were painted red, but no colour notes for the wheel wells were supplied and as they were all in shadow on the reference photos, a generic grey-green was chosen.

Trial colours

Trumpeter supplied decals for six J-15 prototypes. Two wore overall light grey, one of these being red 554, which carried a stylized shark motif on the fins. The other four options represented aircraft in overall yellow primer, and one of these (no. 551) was chosen for



With the concept proven, the same technique was applied to the J-15's upper surfaces.





Tamiya X-1 White was airbrushed to mute the effect, bearing in mind more coats of yellow would also reduce its impact.



Although the custom mix of Tamiya paints included a substantial amount of white, it required multiple thin coats to achieve solid coverage.

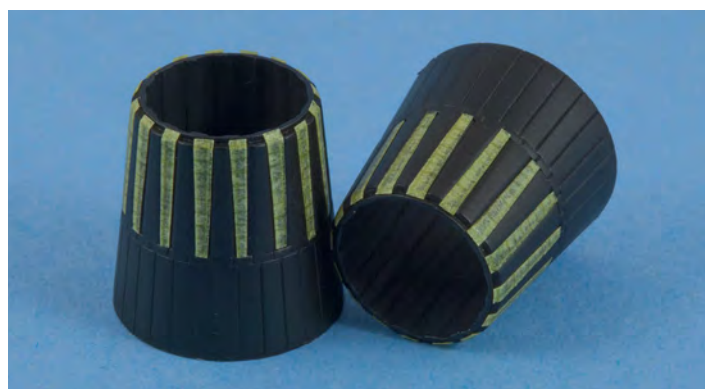
this build, mainly because of the additional panel variations and green tails.

The actual yellow primer was difficult to determine from photos, due to widely disparate shades; on some images it appeared almost bright, banana yellow, while on others a pale, dirty lemon. Several of the highest-resolution, close-up photos leaned more toward the pale hues, and it was decided to use these as a guide. The other consideration was the weathering. Most of the images of the aircraft from a distance suggested a relatively clean airframe, but up close it became evident there was in fact much scuffing and staining, albeit in fairly light colouration. Certainly, the dark pre-shaded look

with heavy discolouration on each panel would appear incongruous on this subject.

It was decided to pre-shade by dry-brushing light grey in random and irregular patterns, to simulate scuffing and dirt, rather than the usual soft airbrushed technique. The first step was to prime the model with white, then Tamiya acrylic grey paint was stippled and scrubbed onto the surface with a stiff paintbrush. Some areas and panel lines were masked with Parafilm or tape, to create hard edges and contrasting clean areas. At this stage the model looked awful, but after sanding the grey paint with polishing cloths to remove any high spots, then misting a few white coats to mute the contrast, the effect began to look more promising.

The main airframe yellow was mixed from Tamiya colours, to which X-22 Clear was added. Having masked the engine areas, the yellow was sprayed in multiple thin applications, each



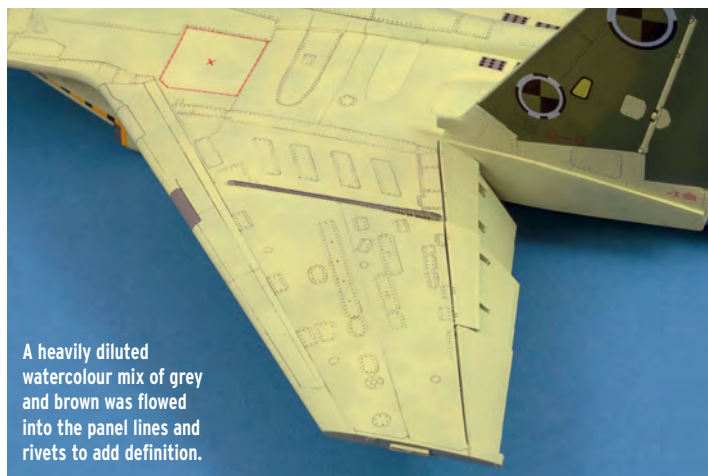
▲ Afterburner nozzles were primed with black, then the interleaving petals masked with tape.



▲ With real-aircraft photos as reference, various metallic shades of Alclad (as well as transparent reds, blues and browns) were applied to simulate burnt metal areas.



“THE ACTUAL YELLOW PRIMER WAS DIFFICULT TO DETERMINE FROM PHOTOS”



A heavily diluted watercolour mix of grey and brown was flowed into the panel lines and rivets to add definition.



▲ Uh-oh! In fitting the tailplanes, it became apparent the author had inadvertently mixed the right and left fins. Those triangular actuators on the tailplanes should align with the fairings on the fins. It was too late in the build to switch the fins, so the actuators were sawn off and re-positioned to align with the fairings.

subsequent coat lessening the contrast of the pre-shading until the required subtlety was achieved. A sealant coat of Alclad Aqua Gloss was applied and left to cure, after which grey-brown watercolour was applied to the panel lines and recessed rivets via a fine brush, these too being sealed with a further gloss coat.

A marathon masking and painting session followed, as the various di-electric panels and random coloured areas were airbrushed in dark green and various greys. Hasegawa's instructions were used for this, downloaded online, as they were more comprehensive than Trumpeter's.

Various shades of Alclad were applied to the engine areas, including Gun Metal, Duraluminium and Magnesium. Heavily-thinned black and Tamiya X-19 Smoke were then sprayed to create variation.

The kit decals performed beautifully; they were well printed and settled well into recessed details. Some of the smaller stencil markings were applied onto a small puddle of Pledge to prevent silvering - the gloss levelled out as

it dried, drawing the decals down onto the model surface. Although the colour profiles of the yellow aircraft show the Chinese national markings on the wings, no photographic evidence could be found to support this, so they were omitted. A few misted coats of Alclad Klear Kote Matte completed the painting process.

All hands on deck

Adding even more value to Trumpeter's J-15 was the section of carrier deck supplied with release. The base measured approximately 16 x 10in (40.6 x 25.4cm), and came with its own



MODEL SPEC

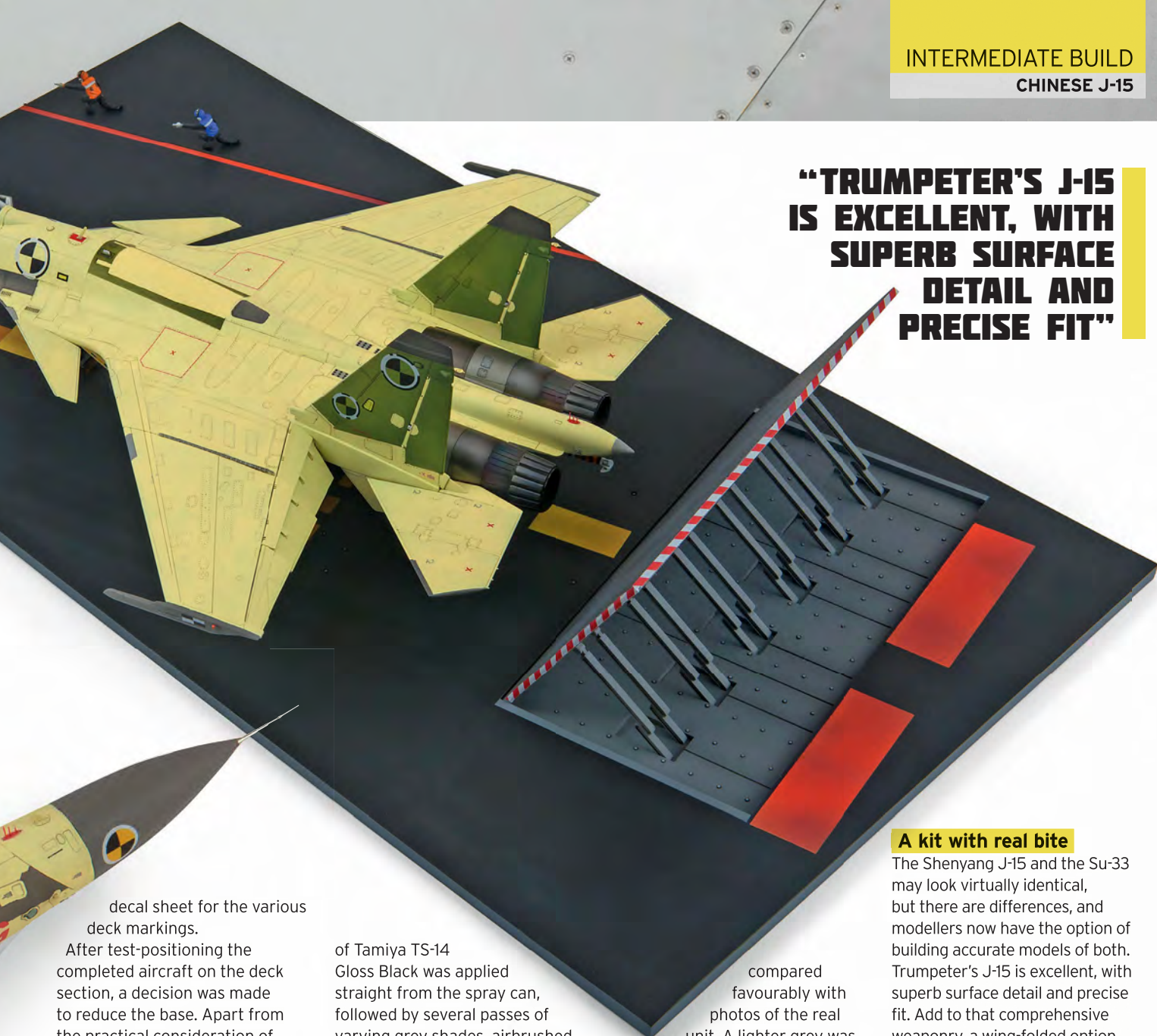
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"TRUMPETER'S J-15 IS EXCELLENT, WITH SUPERB SURFACE DETAIL AND PRECISE FIT"



decal sheet for the various deck markings.

After test-positioning the completed aircraft on the deck section, a decision was made to reduce the base. Apart from the practical consideration of limited display space, I felt the scene looked a little static, with too much 'dead' area around the aircraft itself. Cutting off a 2 1/2in (6.3cm) strip along one edge enabled the J-15's port wing to overhang the base slightly, creating more dynamic composition.

A plastic cutting tool took just a few passes to slice through the deck, at which point the blade encountered the cross braces on the underside; a razor saw dealt easily with those. A strip of 20-thou (0.5mm) styrene sheet was then glued to the newly exposed edge, trimmed and sanded to fit.

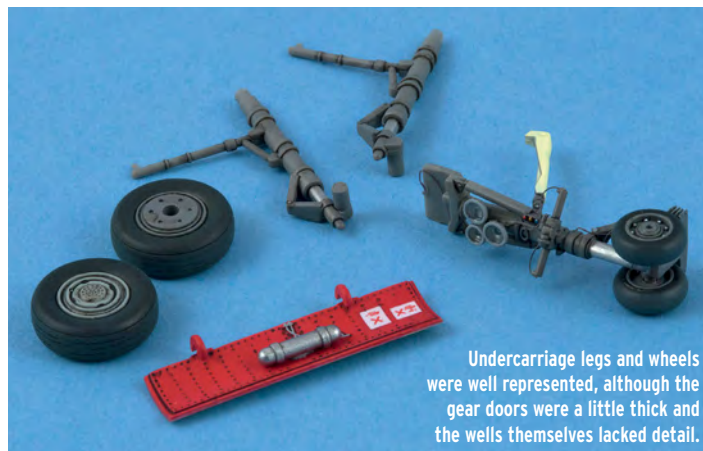
The decals were discarded in favour of painting the deck markings. Measurements were taken from the decal sheet, then the various dashes and stripes painted and masked. Once complete, an overall coat

of Tamiya TS-14 Gloss Black was applied straight from the spray can, followed by several passes of varying grey shades, airbrushed in random patterns to build the density gradually. When fully dry, fine sandpaper was drawn lightly along the base to reveal the black, suggesting tyre marks and adding tonal variation to the carrier deck. A few misted coats of matt varnish unified the finish.

The JBD was well detailed and

compared favourably with photos of the real unit. A lighter grey was use for this, the recessed detail being accentuated with a watercolour pin wash and restrained dry-brushing.

Eleven parts went into each of the two bright red wheel chocks, and these fitted positively into their recessed positions on the deck.



Undercarriage legs and wheels were well represented, although the gear doors were a little thick and the wells themselves lacked detail.

A kit with real bite

The Shenyang J-15 and the Su-33 may look virtually identical, but there are differences, and modellers now have the option of building accurate models of both. Trumpeter's J-15 is excellent, with superb surface detail and precise fit. Add to that comprehensive weaponry, a wing-folded option and that splendid display base, and it looks even more attractive. It's unfortunate that the take-off configuration instructions appear to be an afterthought, as well as being incomplete, which could be a pitfall for the uninitiated. Hopefully this is something the manufacturer will address in future releases. ▶

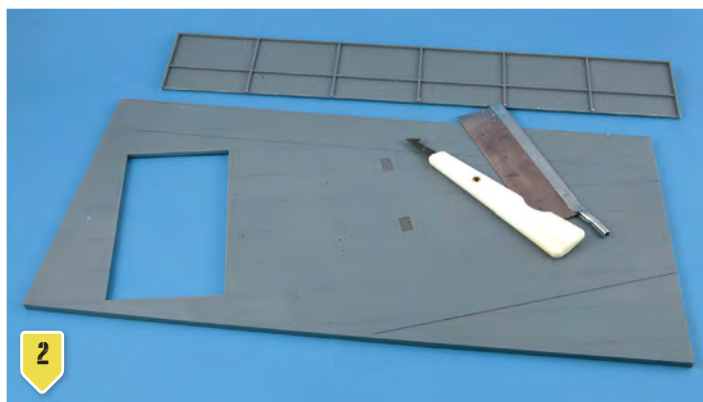


▲ Besides cockpit decals, the only aftermarket used on the build was this superb metal pitot tube by DreamModel (#0714, available from www.hannants.co.uk)

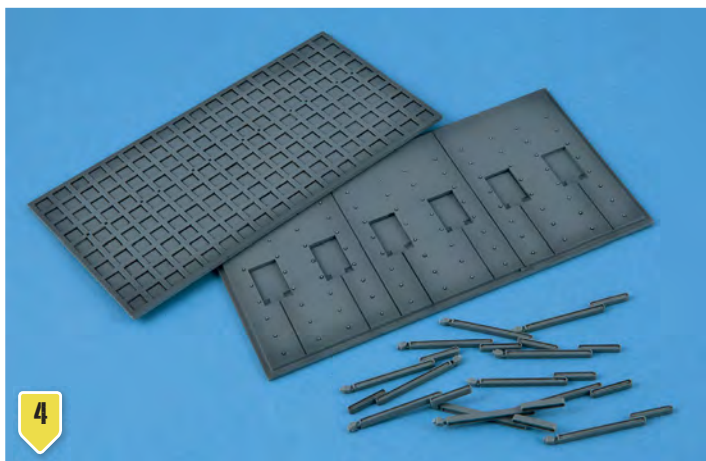
CARRIER DECK



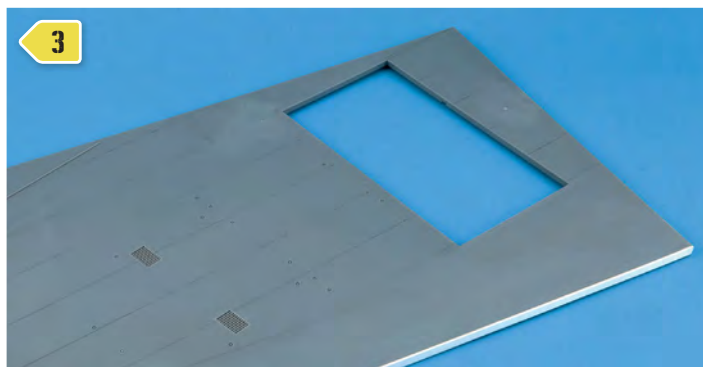
▲ Dymo tape served as a guide for the cutter, used to reduce the size of the carrier deck base.



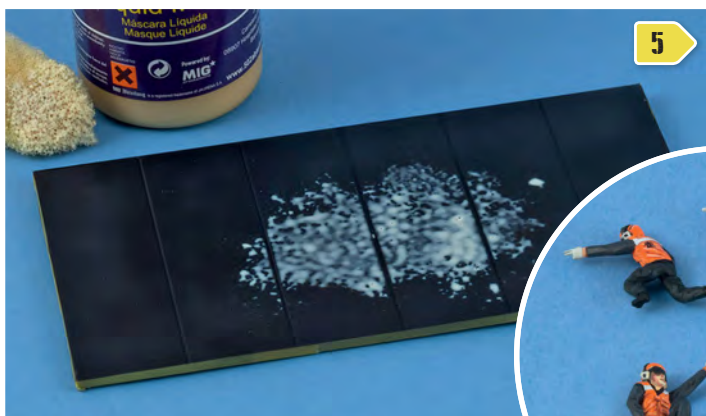
▲ A razor saw was also required because of the underside bracing strips, but the whole process took just a few minutes.



▲ The various components of the Jet Blast Deflector (JBD) after painting, pin-washing and dry-brushing.



▲ The exposed front edge was blanked with styrene sheet, trimmed then sanded to size.



▲ The front side of the JBD was initially airbrushed with Alclad Gun Metal, on to which latex masking fluid was applied with a piece of sponge.



▲ Progressively lighter shades of grey were airbrushed on the JBD, removing then re-applying the liquid masking agent between coats to create random, organic staining.

◀ Flight deck crew added life and animation to the take-off scenario. They were brush-painted with Vallejo acrylics.

▼ The completed base, just waiting for a J-15...

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ROTARY BLISS

Dave Oliver gains inspiration while visiting a unique collection of helicopters

Located in Weston-Super-Mare, the Helicopter Museum contains a comprehensive and wide-ranging selection of exhibits, dedicated to this most diverse and ubiquitous form of aircraft.

From the record-breaking Westland Lynx to the numerous examples of rotorcraft from the Queen's Flight, it offers a treasure trove of reference material for modellers. The Westland company is especially well represented,

with early examples such as the Dragonfly displayed shoulder-to-shoulder with later types such as the Whirlwind. All exhibits are well documented and although space is limited, the aircraft on display are positioned to afford the best possible views for photography.

Perhaps one of the most striking inclusions was the Mi-24D *Hind* in the main hall. This East German

example, complete with weapons, was acquired in 1995. It dwarfs many other displays, and visitors can walk around the entire airframe and examine the cockpit.

Complementing the collection, the friendly and knowledgeable staff make a visit to this museum a must for any individual interested in this often-overlooked sector of aviation.

AMW



▲ Built under licence from the Sikorsky Company, this distinctive and early rotary pioneer, the Westland Dragonfly HR Mk.5 served as a search and rescue helicopter with the Royal Navy before being acquired by the collection in 1989.



▲ This well-used example of the Westland Wessex could form an interesting starting point to a super-detailing project. The aircraft, XM330, was a pre-production example used by the Royal Aircraft Establishment to conduct flight trials.



◀ Seen from the entrance to the main hall, one can appreciate the wide range of subjects in the collection. From the eye-catching red and blue of the Queen's Flight machines, to the high-gloss finish of the record-breaking Westland Lynx, there should be something to pique the interest of most aviation enthusiasts.



▲ This Westland Whirlwind HCC Mk.12 Served as part of the Queen's Flight, one of many of exhibits on display that provided Royal transportation. This example was outfitted with extra soundproofing and luxury trim, being piloted by both Prince Charles and Prince Philip during its time in service.



▲ Situated in one corner of the collection, a genuine Vietnam-era Bell UH-1H Iroquois or 'Huey', contained an interesting assortment of period uniforms and memorabilia from the conflict. It is believed this aircraft may have taken part in the fighting during the Tet Offensive of 1968.

▼ A real focal point in the main hangar, the Mi-24D Hind was imposing. The 360-degree view afforded by clever positioning of the exhibit proved advantageous when photographing the myriad surface details and weapons systems.



The Helicopter Museum

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John Bonanni breathes life into Tamiya's quarter-scale gem, with Red Zebra stowage and well-considered weathering



CZECHMATE

The Panzer 38(t) was a pre-World War Two design that featured riveted armour plating, a 37mm semi-automatic cannon, and a 125hp water-cooled engine.

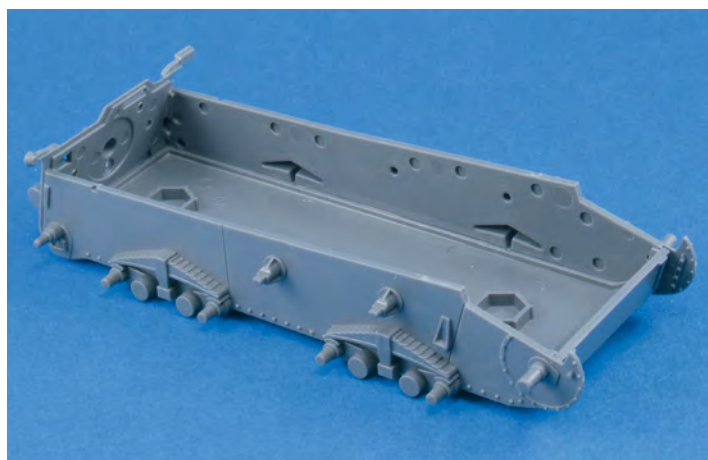
Originally designed and developed by Českomoravská Kolben-Daněk (ČKD), the TNH vehicle won the Czechoslovakian Army's 1937 competitive design competition and was accepted

into field trials. This machine was later designated the Panzerkampfwagen 38(t) after entering German service, and became a favourite of the German Army for its high reliability and

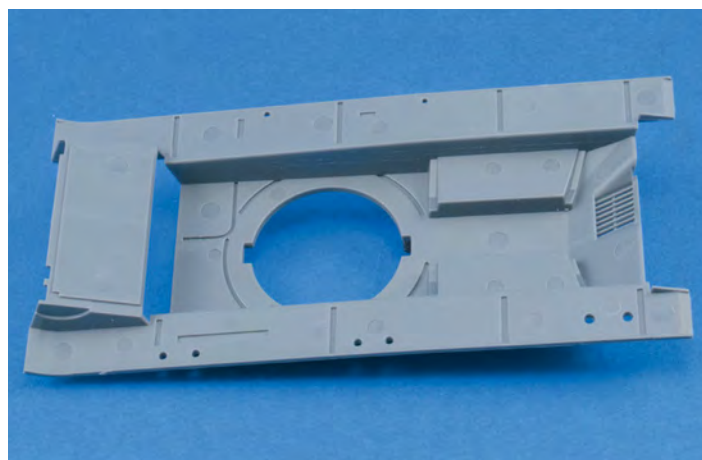
ease of maintenance. A total of 1,414 Panzer 38(t)s were built between 1939 and 1942, and variants were exported to Iran, Peru, Switzerland, Lithuania; one example was trialled by the British Royal Armoured Corps.

No surprise

Over the past few years, the world of 1/48 armour modelling has grown considerably. During the scale's infancy, few subjects were available, but today the shelves are full of choices, mainly representing the World War Two era. They are a perfect



▲ Tamiya's lower hull comprised four pieces, which fitted together perfectly due to the company's usually excellent engineering.



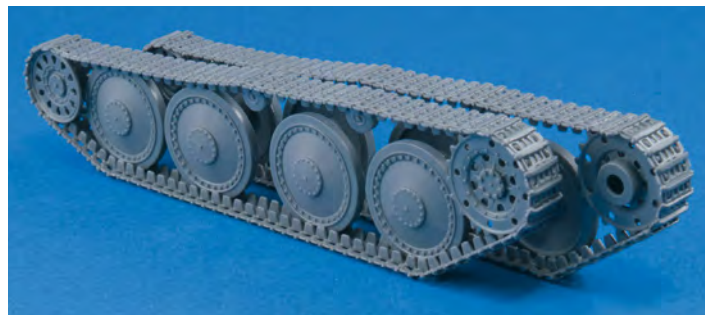
▲ The underside of the upper hull was littered with ejector pin marks and locating holes. After the tools were attached, Tamiya Putty Basic Type filled the depressions.

BUNDLES OF JOY

An easy way to bring life to a hunk of cold steel is to add stowage. Smaller tanks such as the Panzer 38(t) had limited interior space for personal effects, so as a result the crew would laden the vehicle with bags, tarpaulins, and personal gear. Red Zebra stowage (www.redzebramodels.co.uk) was an excellent addition to the Panzer 38(t); being cast in cream-coloured resin, the aftermarket set contained six parts... two fruit and veg baskets, three smaller canvas bags and crew gear, and a large tarpaulin set. Each piece was well cast with a smooth finish, and no flaws were found on this set. Pour plugs were removed with a rotary tool, and located in areas not seen when attached. Following plug removal, each piece was glued onto the hull and turret with cyanoacrylate (CA). An attachment guide was not provided in the set, but after searching Red Zebra's website a photo was found showing the layout.



combination of complexity, size, and affordability. Tamiya has become the driving force behind this quarter-scale revolution, and every year the company continues to adapt 1/35 models to the 1/48 world. A fairly recent release is the Panzer 38(t) Ausf. E/F and, after looking inside the box, it had all the signs of Tamiya quality. The parts on four dark grey runners were crisply moulded and captured the tank's heavily riveted appearance, while the use of link-and-length tracks is an added benefit of Tamiya's 1/48 military vehicle line. A small



▲ An easy way to paint tracks and wheels is to create an entire running gear assembly that can be removed from the hull.

decal sheet was included, which provided insignia for two Eastern Front vehicles: 22nd Panzer Division and an unknown unit.

Skiping steps

The lower hull comprised four large plates and it was at this point the prescribed assembly sequence was shunned, in favour

of building the running gear separately. Tracks, wheels, idlers, and sprockets were removed from the runner and prepared for assembly, before four of the two link segments were glued to each sprocket and idler with Tamiya Extra Thin Cement. The four roadwheels were attached temporarily to the hull via PVA white glue. Working on each side at a time, the sprocket and idler were dry fitted onto the hull...track segments were then attached with Tamiya cement. Specifically, glue was placed at the connection of each link



▲ Without doubt, this was a very easy build...all of the tools (besides the tow cable bundle) were attached prior to painting.



▲ The machine gun muzzles were drilled prior to installation. Note the seam in the bullet splash shield, which was fixed with putty later.

Fully loaded and ready to fight! Red Zebra's stowage set ensured added interest.



► A small piece of Tamiya Tape helped to align the Archer dry transfer, before a propelling pencil was used to burnish the crosses.



▲ The surface was prepared for painting with aerosol black primer. A spray-can is an easy alternative to dirtying an airbrush.



▲ The smooth finish was attributed to Mr. Color Leveling Thinner. Note the tracks and wheels were not painted in the basecoat shade.

and on the roadwheel contact points. After letting the first side sit for an hour, the same process was applied to the opposite side and the lower hull was allowed to dry overnight before removing the running gear assembly; warm water aided in loosening

the white glue. Once the running gear assemblies were off they were set aside until priming, but one area that needed extra attention was the underside of the track covers,

which were marred by large injection pin marks, tool locator holes and depressions from the track cover supports. Fortunately, it was an easy fix with a little Tamiya Putty Basic Type and a few swipes with a sanding stick. The upper hull fitted perfectly

into the assembled lower section, and liquid cement sealed the halves. At this point the detail parts were neatened and attached to the hull with liquid cement. The only troublesome area involved the upper hull side plates. To ensure these were flush against the hull, the areas where the track cover supports fitted needed to be widened. Without this, the plate would sit 1mm too high, misaligning the upper hull details. Once the armour was attached,



MODEL SPEC

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Scale:	1/48
Price:	£19
Available from: The Hobby Company, www.hobbyco.net	





▲ Tamiya X-22 Clear created a protective barrier for weathering, but darkened the basecoat significantly.

a small seam was present in the bullet splash shield. The ring for the aforementioned was a one-piece bevelled steel unit and welded to the top of the hull. To ensure a clean demarcation between the ring and upper hull, Tamiya masking tape isolated the seam in preparation for Tamiya Putty. The muffler also received a generous coat of Tamiya Putty for texture. Next, liquid cement was stippled to create a coarse texture, simulating corrosion. Just a few details were not attached to the lower hull prior to priming. Moving to the turret, construction was straightforward and the entire turret assembly was built without the need for filler. The cupola was very well engineered, its intricate riveted panels being split into six parts. Again, liquid cement glued everything together and the turret was finished in less than an hour.

From grey to grey

At this stage, the individual assemblies were ready for a coat of lacquer-based black aerosol,

which adhered to the plastic well and provided a blank canvas for subsequent painting. After letting the primer dry overnight, it received a base coat of AMMO MIG A.MIG-908 Grey Base diluted with Mr. Color Leveling Thinner. Despite being water-based acrylic, AMMO paints can be mixed with Mr. Color thinner to retard the curing time and aid in paint levelling. The result when



▲ A thin coat of A.MIG-909 Grey Light Base was airbrushed to correct the colour. A stark contrast can be seen between the turret (before) and hull (after).

thinned 50/50 and airbrushed at 20psi (1.3 bar) was a smooth satin finish. Next, the small details (bolt heads, hinges, handles, and supports) were picked out

with A.MIG-909 Grey Light Base. This extreme modulated highlight would later be muted with successive paint coats and weathering. Before sealing

"MACHINE GUN MUZZLES WERE DRILLED PRIOR TO INSTALLATION"



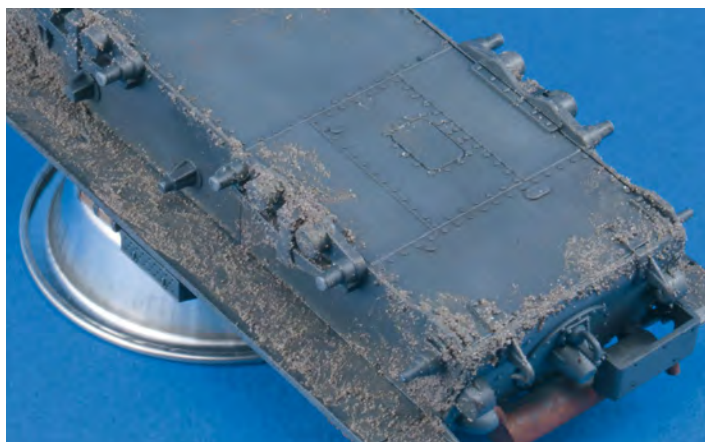
▲ To achieve the blue hue of period German Grey, Prussian Blue oil paint was diluted 90% with Humbrol Thinner, which helped the paint dry faster than with mineral spirit.



▲ Careful clean-up is key after applying a pin wash; a brush moistened with mineral spirit removed any excess.



▲ Chipped paint can be depicted with a variety of techniques...in this case, Wilder's Speckling Effect was flicked onto the model, but mistakes could be removed with mineral spirit.



▲ To start the mud process, Vallejo Dark Earth texture paste was brushed onto the lower hull. Note that it dried quickly and left a gritty texture.



▲ Multiple layers of Lifecolor rust tones, thinned with tap water, completed the exhaust's oxidised appearance.



▲ A dusty wash was applied via diluted Humbrol 72 Khaki Drill, which was allowed to accumulate around rivets and in recesses.

the basecoat, tools were painted with Vallejo Model acrylics: 70.821 German Camouflage Beige for wood, 70.862 Black for metal and 70.941 Burnt Umber for Bakelite. Running gear assemblies were also painted in acrylics, picking out the rubber tyres and tracks. Additionally, Tamiya's waterslide decals were replaced with generic Archer Dry Transfers crosses (www.archertransfers.com) and a mechanical pencil was employed to burnish them. To blend and lighten the finish, a thin coat of A.MIG-909 Grey Light Base was airbrushed over the entire vehicle, and the horizontal surfaces received additional layers.

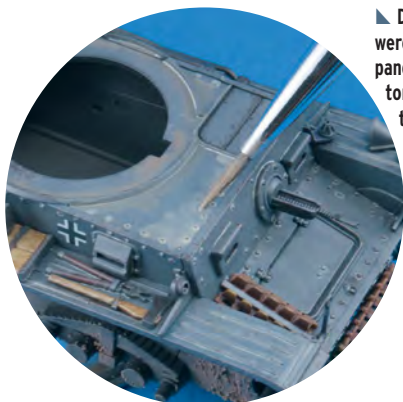
Wear and tear

Once the final light coat had dried overnight, the weathering process began with a filter of Winsor & Newton Prussian Blue, diluted with Humbrol Thinner. Once allowed to dry fully for two days, details were then highlighted with a dark pin wash of AK Interactive Wash for Modern Vehicles (AK121); excess was removed with a brush moistened with thinner. Next, the appearance of chipped paint was created via two distinct techniques. The first, a traditional



method of using a fine-pointed sable brush coupled with artist's sponge to apply AK Interactive's AK711 Chipping Color. The second involved flicking (also referred to as 'speckling') Adam Wilder's NL27 Brown Rust Speckling Effect...but this can be overdone easily and must be trialled away from the model's surface before application. I began by loading a brush with Speckling Effect, held it approximately 2in (5cm) away from the test surface, and began to flick it with a finger. After becoming satisfied with the size and intensity of the speckles, the technique was repeated over the model. Any mistakes could be fixed with a mineral spirit-laden brush.

A few major details remained to be painted, mainly the spare tracks, stowage, and exhaust. Painting began on the latter with an opaque coat of Lifecolor UA909 Streaking Rust, thinned with tap water. Next, coats of UA908 Corroded Rust and UA907 Burnt Rust were added with varying opacity, followed by the sponging of AK711 Chipping Color. This process was repeated on the spare tracks, but the application



▲ Darker earth tones were added to inner panel areas, while lighter tones were applied to the edges; colours were blended with mineral spirit.

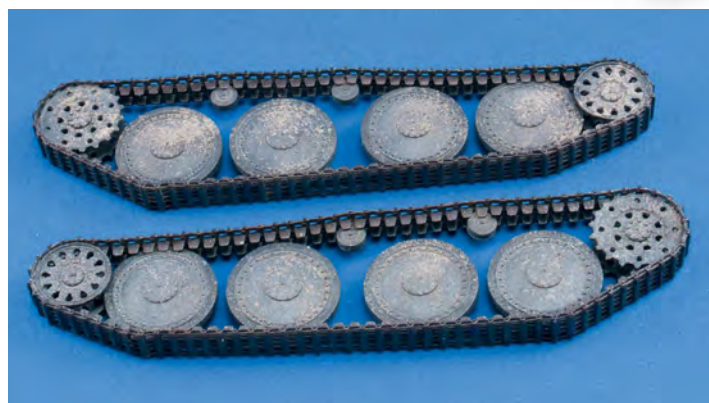
of darker shades intensified. The last set of items to be painted were the stowage pieces, which received various grey and green Humbrol enamel hues. The use of acrylics on the stowage items was shunned, due to the enhanced blending properties and delayed curing time offered by enamels.

Finishing acts

The initial dirt layer was applied to the lower hull and comprised 26.218 Dark Earth, an acrylic paste that dries within a few hours. After this had cured, Tamiya XF-52 Flat Earth was



"DARKER EARTH TONES WERE ADDED TO INNER PANEL AREAS"

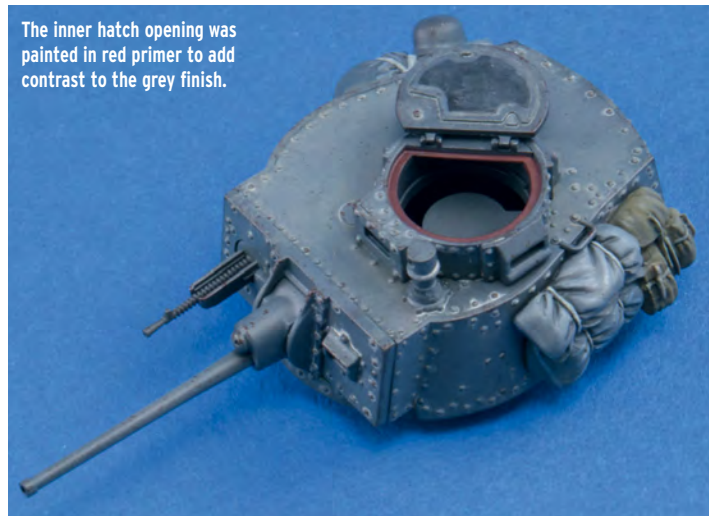


▲ Running gear assemblies received a lighter dose of pigments, along with a splattering of enamel effects.



▲ Multiple layers of earth-coloured pigments enhanced the volume and tone of the vehicle's mud.

▼ Grease stains, damp areas, and streaking added depth and realism to the completed pigment patina.

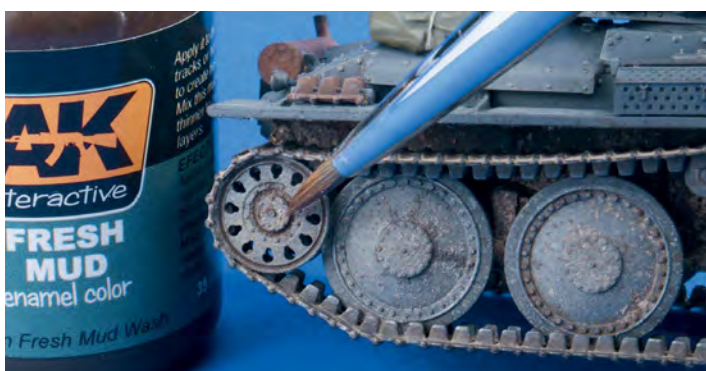


The inner hatch opening was painted in red primer to add contrast to the grey finish.





▲ A propelling pencil came in handy again, as this time it was used to emulate bare metal on the edges of the turret and hull. Note that just the areas that would suffer from heavy crew traffic received this treatment.



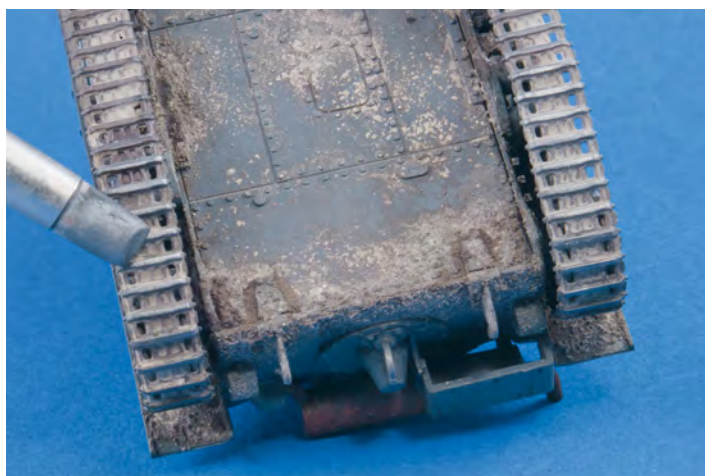
▲ The moist areas along the running gear were achieved with AK Interactive's Fresh Mud. Thinning this product to varying consistencies can achieve different effects.

airbrushed to blend the edges and create a base for pigments. Working section by section, multiple shades of earth pigments were applied in a dry state, by tapping a brush over the model. Tamiya X-20A Thinner (from a

pipette) fixed the pigments, and each section was allowed to dry for 15 minutes before moving to the next. Once pigment covered every section, AK 016 Fresh Mud was brushed into recesses to simulate damp mud. The running



▲ Too thick to be applied straight from the bottle, AK Interactive's Engine Oil was diluted with mineral spirit prior to application around the wheel hubs.



▲ Track contact points were accentuated with a rubber-tipped brush and AK Interactive Gun Metal pigment, applied in several layers to build the intensity.

gear assembly received the same treatment before being attached with CA. Final flourishes on the running gear included AK 084 Engine Oil emanating from the wheel hubs, and the same firm's AK798 Gun Metal rubbed gently onto the tracks and contact surfaces. Moving to the upper hull, a pin wash of Humbrol 72 Khaki Drill gave the appearance of dust, and excess wash was blended into the surface with a brush moistened with mineral

spirit. After adding Tamiya's tank commander, painted in Vallejo Model Color tones, a layer of Testor's Dullcoat finished closed the project.

A welcome relief

Once completed, this model is a real gem and testament to Tamiya's continuing reputation for quality. With its precise fit, construction was completed in matter of just a few enjoyable evenings in front of the television. The subject also lends itself to a multitude of schemes that can let a modeller's artistic side blossom. After this project, I'll certainly return to quarter-scale armour.



"ONCE COMPLETED,
THIS MODEL IS A
REAL GEM"



REFERENCE

Pz.Kpfw.38(t) Variations In Action, by Charles K Klimt (Squadron Signal), ISBN: 978-0-89747-725-3



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▲ There's more to this immaculate 1/48 FE.8 than meets the eye, as it was scratch-built by Early Risers' Model Club member Hugh Beyts, and deservedly won the Best-in-Show accolade.

Bucks Bonanza



▲ Thames Valley Scale Model Club's Gerry Gerrard built AMK's 1/48 MiG-31 Foxhound essentially out of the box; the painting and weathering were executed to a very high standard, which was even more impressive, given he'd been modelling for just three months!



▲ Gary Radford took Italeri's 1/35 LCM-3, and converted it to British configuration, before adding photo-etched brass treadplate, scratch-built cargo and superbly weathered paint. An IBG Chevrolet C60S, Wee Friends bicycle and Master Box figure completed the scene.



▲ Steve Goodchild used Young Miniatures' 1/10 British Infantryman bust to recreate the appearance of a war-weary Tommy, matching it with careful painting to emulate a battered shovel blade, faded uniform and well-used rifle.



▲ Thunderbolts are imposing beasts, especially in 1/32, and Peter Magee's Trumpeter offering was embellished with Kits-World decals to replicate Lt R Parker's 405th FG 'Squirt II' airframe, resplendent with artwork, invasion stripes and flawless finish, winning best in class.

As one of the larger and well-established events, Milton Keynes Model Club's annual extravaganza at the local Stantonbury Leisure Centre is one of those 'must see' affairs.

This year was no exception, with a varied collection of traders and exhibitors from around the UK, although MAN Models' Pete Bowyer undoubtedly travelled the furthest. As always, it's worth taking the time for an initial walkabout, as there were clubs filling side rooms in addition to the main and sports halls, and the upstairs canteen and corridors. It was great to see the continued variety of models on club stands, with IPMS Gloucester's one of

several to feature something from every genre, and this was reflected in the competition. After lengthy judging, complicated by the high standard of entrants, Hugh Beyts' stunning scratch-built 1/48 Royal Aircraft Factory FE.8 single-seat fighter was proclaimed Best in Show. There were notable contributions (and class winners) including Alexandra Read-Simpson's Airfix 1/24 Ju 87B Stuka, Neil Kilshaw's Retiarius Rome gladiator, and Ashley Keates with his amazing digital camouflage 1/144 F/A-18E Super Hornet. Juniors were well represented in both competition and main halls, and it was encouraging to see the quality and imagination expressed in their models. Unsurprisingly, there were far more models photographed than can be fitted on AMW's pages, but plenty more are shown on our website. **Stu Fone**



▲ Shane Price combined Model Factory Hiro's 1/12 Porsche 956 with its figure of the late Stefan Bellof, to replicate a 1983 1,000km of Nürburgring participant, incorporating extensive scratch-built additions to the engine, exhaust and interior...and in-race damage.



▲ We couldn't find who built this excellent Airfix TSR.2 in landing mode, but the neat finish and clever rendering of the base was impressive.



▲ Well-executed figure painting is always impressive, and Neil Kilshaw's class-winning efforts, on this Redfox Miniatures 200mm Retiarius Primus Palus bust, produced a life-like result.

VIEW MORE ONLINE
www.airfixmodelworld.com



▲ It's amazing just how much detail can be crammed into a 1/144 subject, such as this delightful 'kinked wing' 144th.co.uk Avro 707A by Ashley Keates, which features various metallic tones, extensive stencilling and vortex generators on one wing.



▲ Occasionally, one has a double-take over a colour scheme, and this was true with Ian Bartlett's splendid Revell 1/48 Royal Canadian Air Force Ventura, which he portrayed as a subtly weathered Operation Polar Bear aircraft, involved in protecting the west Canadian coastline.



▲ This corking AFV Club 1/35 M3A3 Stuart received Free French markings and a superb heavily weathered and faded paint scheme, with those effects extended to Blast Models' stowage and Tamiya figures, which featured replacement Hornet heads for greater realism.



▲ Tim Ivatts' Iron Giant head (a Marcel du Long 3D-printed design) was both unusual and rather splendid, with the lovely casting complemented by the builder's efforts to produce a restrained rust patina on the exterior. Scratch-built cabling and interior lighting also featured.

Jen Wright needs no help from Sgt Pepper to make a splash with the latest release from Airfix



I AM THE WALRUS

As a long-standing fan of waterborne aircraft, it was with a great deal of excitement that this build was agreed to.

Supermarine's Walrus is one of those aircraft that just catches the imagination, despite its ungainly appearance; or perhaps because of it. The news that Airfix was to

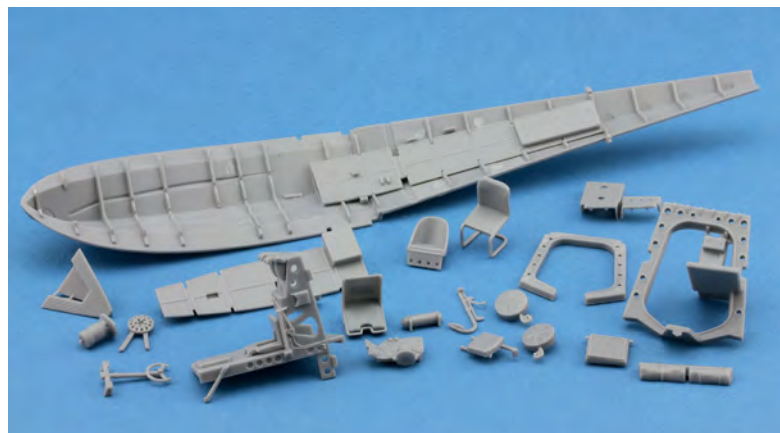
produce a new-tool 1/48 kit, was music to my ears.

On receiving the test-shot it was immediately apparent the designers had a ball with this

one, the relatively low parts count of 156 being completely at odds with the air of complexity presented on viewing the parts. The moulding was crisp and

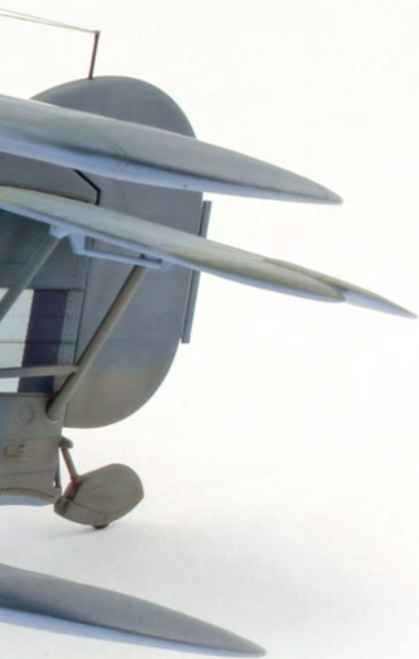


▲ Modellers suffering from ejector pin circle pedantry may wish to look away now. Some of those most likely to be visible were scraped away carefully with a micro-chisel.



▲ Ejector pin marks in the floor and frames were filled and sanded. Otherwise, all parts were well moulded and needed minimal neatening.

“THERE WAS A MULTITUDE OF OPTIONS, SUCH AS OPEN OR CLOSED WINDOWS”



clean throughout, with no flash and little evidence of the slightly sloppy tool alignment or wonky edges present in earlier kits.

Plenty of choice

As ever with modern Airfix, there was a multitude of options, such as open or closed windows and hatches, undercarriage raised or lowered, folded or outspread wings and various armament. All control surfaces were separate, and the representation of fabric was beautifully subtle.

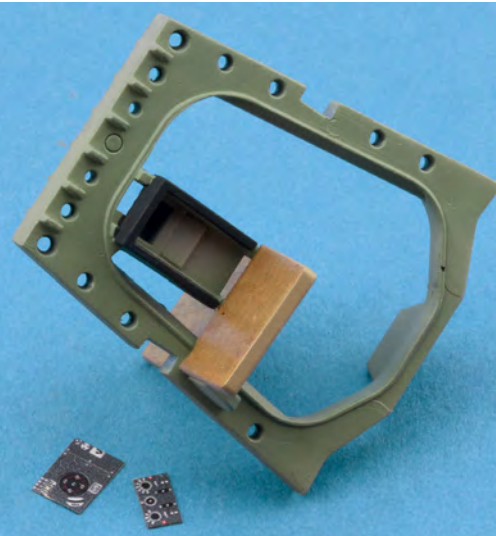
Starting the interior was daunting at first, with the plethora of parts and detail. As work began in earnest though, it became obvious the build would be simple. In each area, the highly refined parts slotted and clicked together with Lego-like precision. The interface between the main fuselage frames and the floor assembly was self-jigging and locked everything into place. Before long it was time to apply paint, and since chipping was to be a feature throughout the build, that process started with silver to represent bare aluminium. Hairspray followed the silver and then the main interior colour was applied via Mr. Color C364 Interior Green. This was then rubbed and scrubbed with an old brush and water until flakes and chips began to appear. Due to the use of lacquer paint, this process was more difficult than with acrylic, as it took a great deal longer for the water to permeate the lacquer and soften the hairspray beneath. Some proprietary chipping solutions contain solvent, and these do work well when using 'hotter' paints more likely to etch the plastic.

There was relatively little detail painting to do, since almost everything was green, and



▲ Basic paint colours and chipping preceded a light coat of Tamiya X-22 Clear, in preparation for wash and dirt effects. Note the silver-painted areas, sometimes visible in period photos.

Uschi van der Rosten wood decals were used over a pale tan basecoat for the nav/radio operator's table. Leftover coloured photo-etched metal (PE) was used to represent radio faces on the otherwise blank kit part.



DETAIL, GLORIOUS DETAIL...

From the first glimpse of the runners when the package arrived, the initial impression was one of refinement. Every part seemed to be packed with it, from the surface texture, which boasted raised and recessed rivets, along with a stressed panel effect, to the multitude of internal parts. This is not the first kit from Airfix with this kind of surface embellishment, but it has been rare and more usually reserved for larger-scale 'Superkits'. The better plastic (and more careful toolmaking) has successfully translated the sterling work of the design team into a kit that screams 'build me', from the second eyes are laid on it.



MODEL SPEC

Supermarine Walrus Mk.I

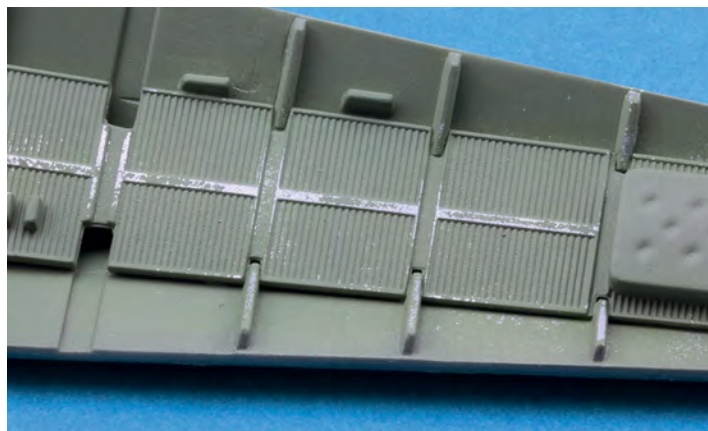
By: Airfix

Stock Code: A09183

Scale: 1/48

Price: £36.99

Available from: www.airfix.com



▲ The hairspray method was employed to create chipping effects throughout the interior. While the floorboards were wooden, it was assumed the grip panel edges would have been metal.



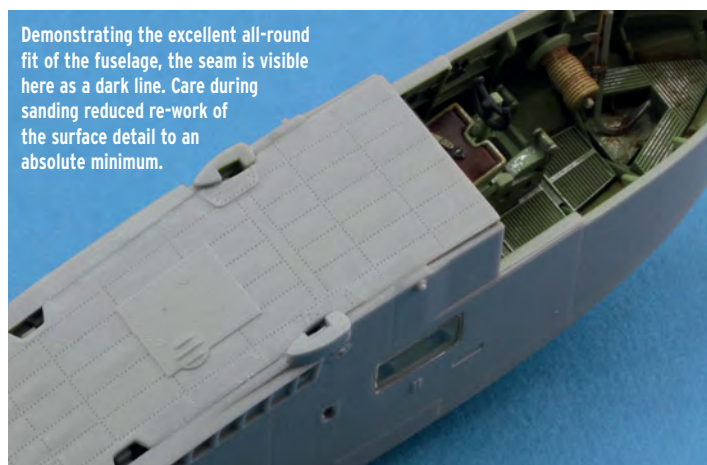
▲ Dirty areas were added to the floors with AMMO MIG Streaking Grime, while a spare set of RAF seatbelts from an Eduard PE set were pressed into service for the pilot's safety!



▲ Despite its apparent complexity, the interior slotted perfectly into the fuselage. The two large frames served as a great alignment aid...useful given the four separate fuselage parts.



▲ After the rest of the fuselage skins were fitted, this nose lid was the last part to go on. The end plate of the rope winch very cleverly slips onto the drum as the lid is fitted.



Demonstrating the excellent all-round fit of the fuselage, the seam is visible here as a dark line. Care during sanding reduced re-work of the surface detail to an absolute minimum.

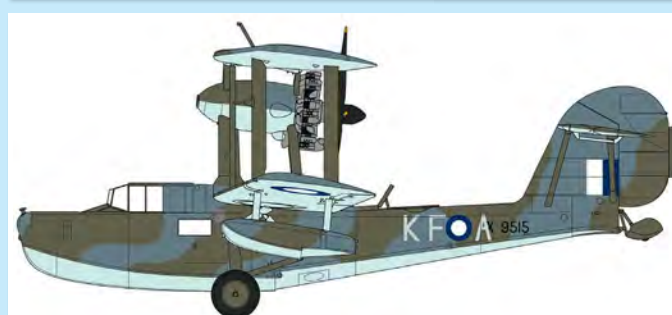
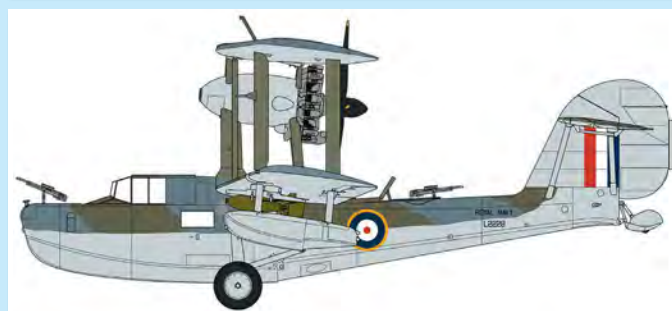
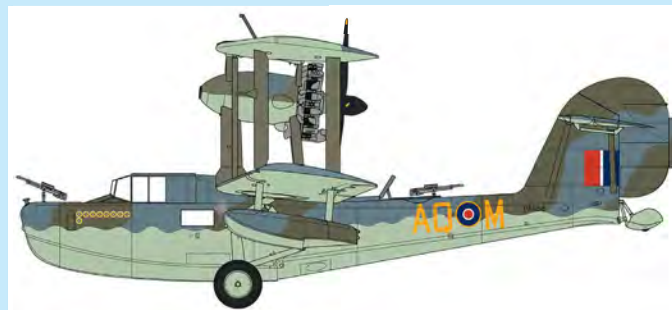
neutral brown and grime-coloured washes finished this phase. Uschi van der Rosten wood decals were used on the tables, along with spare PE parts for the radio set. Photo-etched metal also came to the rescue on the pilot's seat, with a set of generic RAF seatbelts from Eduard. At the business end, the kit decal sheet included the instrument panel. There was even a neat little anchor, which was painted silver with suitable mud effects.

Taxi into wind

The use of four separate fuselage pieces gave the option to incorporate all the lovely surface detail with little compromise. Thanks to the large and positive locations for the fuselage frames, alignment woes were non-existent. Tiny adjustments were made to the square slots in the main former to give a modicum of free play, so the best possible fit could

KIT COLOUR SCHEMES

- P5658/AQ-M, 276 Squadron, RAF Harrowbeer, Devon, UK, 1944
- L2228 'Spotter of Spartivento', 700 NAS, HMS Sheffield, 1941
- X 9515/KF-A, 5 CF, Royal Australian Air Force, Australia and New Guinea, early 1943

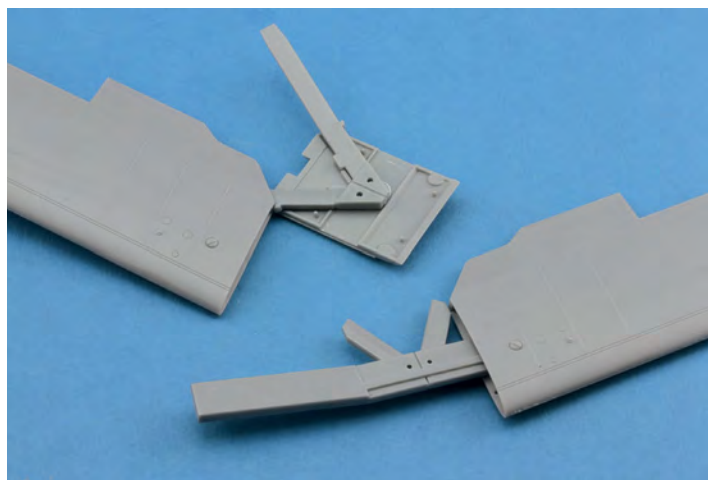
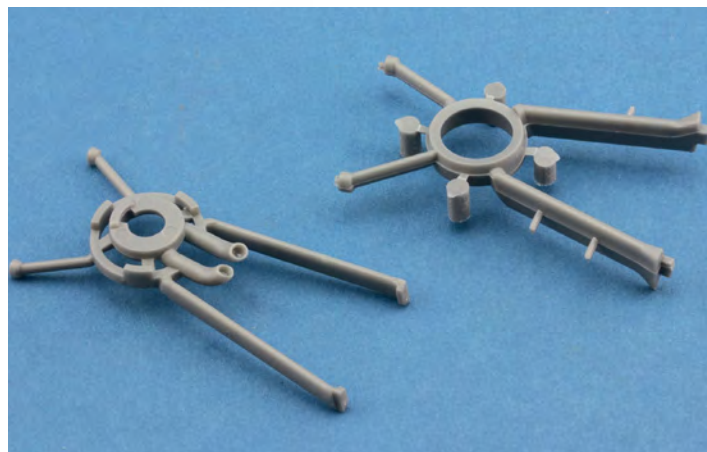




▼ These one-piece strut assemblies were ingenious. Each slotted into the nacelle, creating a strong assembly with locked alignment. Very handy when orientation of the nacelle was anything but symmetrical!

be obtained. Cyanoacrylate (CA) was used to cement the parts, and the excess squeezed from the joint was sufficient to remove any trace of the seams once sanded. The lower joints were a little more troublesome as they formed a slight step in a few areas, meaning filler had to be employed to achieve square edges. CA and talc was used for this, with careful sanding to avoid damaging too much surface detail. Moving to the engine pod, more ingenious design features made light work of a potential alignment

nightmare. The engine nacelle on the Walrus is not level horizontally, and nor does it align fore and aft with the fuselage centreline. It doesn't even sit centrally above the fuselage, so the strut arrangement around it is not symmetrical. Airfix avoided alignment issues by providing the X-shaped struts as two single-piece mouldings, which fitted immovably into the engine nacelle itself. This assembly simply plugged into the top of the fuselage, with all the odd angles built right in. Having already prepared the wings, I could



▲ A choice of wing spars was supplied, allowing for optional folding wing assemblies. Flashed over slots in the wing centre section must be opened, though, to suit the choice of wing type.



▲ The folded option for the lower wings was facilitated by fitting different end rib parts. The non-folded variation came with two large poles, while the folded version attached just at the rear as shown.



▼ The completed nacelle and strut assembly slotted into the four large locating ports in the fuselage roof; it was so positive that glue was virtually superfluous.



not resist test-fitting at this point, just to see how it would look. To my amazement, in a matter of minutes, a complete Walrus sat on the desk. Biplane models are usually like an Albatross with broken wings, flopping about without rhyme or reason until glue and a firm hand come to the rescue...but not this baby!

Speaking of wings, the kit has options for folded or spread mainplanes. The choice must be made from the start, as flashed-over slots in the upper centre section must be removed

according to the selected wing spar. The latter sets the dihedral and provides much-needed support to the large wingspan. The lower wings simply have different root ribs to accommodate each option. Holes must be drilled through the flashed-over fuselage wing root to accommodate spread wings, while folded wings simply press into slots at the rear.

With all airframe parts built and readied for paint, it was time to prepare the smaller parts. This included struts, undercarriage, floats and of course, the engine



▲ The canopy was attached temporarily with white glue after being masking with Bare-Metal Foil. Tamiya tape and masking fluid took care of the hatches.



▲ To facilitate chipping, the model was painted initially with AK Interactive Extreme Metal Colour Matte Aluminium. This was followed with a coat of hairspray straight from the can.



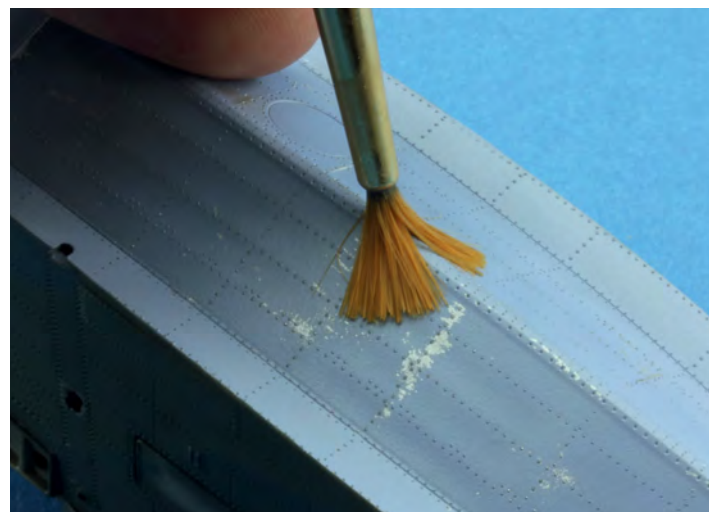
itself. This was built from few parts, but offered a convincing rendition. However, being so exposed, the area is ripe for extra detail for those that wish to pursue it. The last part to be added before paint was the canopy, which was attached temporarily with white glue to enable access to the rear windows, in case any overspray or sticky plastic shavings got in there while the model was painted.

Take-off power

Having chosen the RAAF aircraft for this build, the first problem

was finding an appropriate shade for the Sky Blue underside. A little Internet research unearthed some paint chips, to which a custom-mixed colour was matched. The closest shade on the shelf was Mr. Color C370 RAF Azure Blue. White was added to lighten it, and to reduce the mauve appearance, Mr Paint MRP-43 Su-27 Light Blue (in a ratio of approximately 50:35:15). This was applied over the silver base and hairspray layer. A dark shadow shade and a highlight were applied before a final blending coat to finish. Before going further, the paintbrush and water came out again to attack the fresh paint until it was chipped satisfactorily. The finished paintwork received a coat of X-22 Clear, diluted heavily with Mr. Color thinner, before any masking was added. The reason for this was that while hairspray chipping is a great effect and easy to do, the big downside is the fragile finish. Once dry, masking was added and the top colours were applied, shaded and chipped in the same way as the underside. Freehand demarcations were chosen between the camouflage colours for ease, except in the case of the engine nacelle, as period photos showed this to have a hard edge. Mr Paint was used throughout with the Dark Slate Grey being MRP-117, and the Extra Dark Sea Grey MRP-114. After all the paint was applied, two coats of X-22 were sprayed over the whole model, again to protect the fragile finish as well as provide a smoother surface for decals.

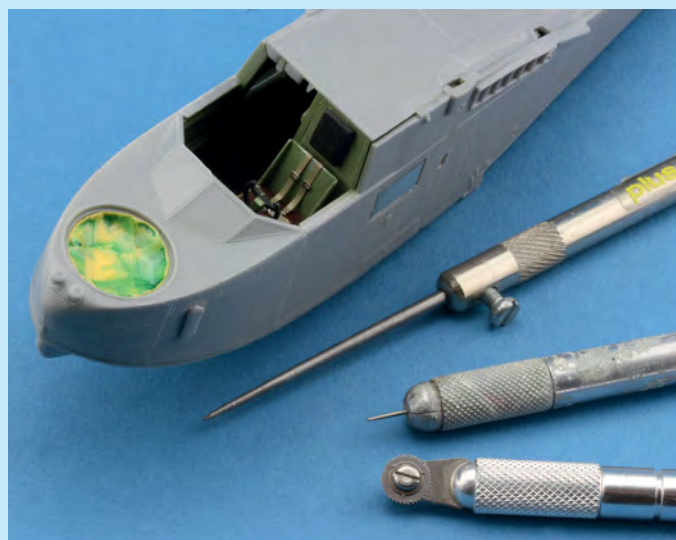
Unusually for a test-shot build, this came with decals. Although these were quite matt in



▲ After adding colour, a wet paintbrush was used in a scrubbing motion to create chips. This brush was cut down to make it stiffer; definitely not a job for one's best paintbrushes!

RIVETING STUFF

Given the nature of the surface features, getting involved in riveting and re-riveting was an inescapable facet of the build. Seam clean-up meant some rivets were lost or reduced and would therefore need reinstating. The photo shows three of my favourite tools for this task. At the top is the Plus Models scribing tool... great for very fine work with its sharply pointed end. In the middle, and possibly the most suitable on this occasion, is a home-made device; simply a needle from a cheap sewing set, placed in an X-Acto handle. The end has been sanded to quite a blunt point, making it ideal for larger impressions. Finally, the ubiquitous RB Production Rivet-R tool. This is the more well-known Rosie the Riveter style and is certainly the quickest way to add many rivets. These are supplied with a selection of wheels catering for different sizes and spacing.



▲ The same process was used for the whole fuselage. This Dark Slate Grey has been dark-shaded and highlighted, ready for the final blend coat and then chipping.



▲ After colour application and chipping were completed, two coats of X-22 Clear (diluted with Mr. Color thinner) sealed the paintwork.



“THE BALANCE BETWEEN DETAIL AND EASE OF CONSTRUCTION IS REMARKABLE”

appearance on the sheet, they in fact performed admirably in use. Placed on a bed of Mr. Mark Setter, a dampened cotton bud was used to press them gently into place. This was followed by an application of Mr. Mark Softer, which softened

the decals so they settled beautifully into the engraved detail.

On the step

Weathering attention came next, and was somewhat limited on this occasion as great care had been

paid to maximising the shading and chipping. Additionally, blanket use of filters or washes would have highlighted the engraved rivet detail more than was desired. Careful application was vital, to highlight panel lines and provide

a suitably grimy engine area. The wings were completely the reverse; large flat areas boasting little of the interesting surface detail of the hull. In this case, a filter was applied which gave a bleached and dusty look, while wash was employed



▲ The kit decals performed superbly over the recessed rivet and panel line detail. Mr. Mark Setter/Softer aided the process.



▲ Washes and filters were used sparingly on the hull parts, to avoid highlighting the engraved rivet detail further. They were, however, perfect for the engine.



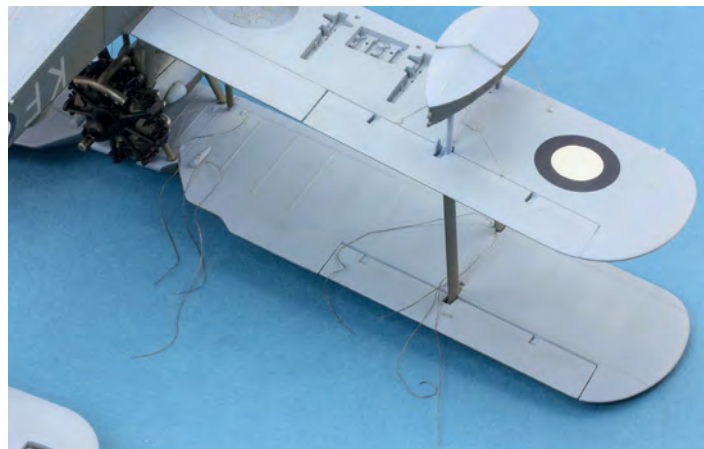
▲ Although few in number, the constituent parts of the engine combined to form a fine replica. Industrious scratch-builders would find it easy to add further detail if desired.

solely to demarcate the trim tabs. To build dirt, grime or dust effects subtly, more than one layer of filter was added, and buffed gently with a soft cloth between coats. This removed the filter randomly, leaving a multi-hued but very patchy finish – exactly what was desired to represent an aircraft in the Pacific. The final touch was a light coat of Tamiya XF-86 Flat Clear to mute the satin finish.

As might be expected, having dry-fitted the whole thing, assembly from this point presented no issues. The engine nacelle complete with powerplant was added, and the struts rigged, as access at this point was simple. The

kit came with moulded dimples and aerodynamic fairings for almost all the rigging attachment points, and the instructions featured both line drawings and CAD views to show the rigging itself; albeit slightly simplified. To ensure the correct dihedral of the lower wings these were added next, with jigs made from Lego bricks. Lastly, the top wing and main wing struts were cemented into position; the wing struts passed straight through the lower wing and the floats were mounted to the ends.

Adding the rigging was eased by the upper and lower wings sitting quite far apart, so there was more space than usual for a



▲ Rigging in progress and looking a little bedraggled. Aeroclub Lycra thread was used for all the wires, and Airfix provided moulded fairings for each wire, which was thoughtful.

biplane. Aeroclub Lycra thread was attached to dots of CA in the appropriate mounting spots, with accelerator to provide instant grab. This tried-and-tested method was easy due to the forgiving nature of the stretchy thread. For more scale fidelity, thought could be given to the use of turnbuckles, and wire or stretched sprue to represent the solid rigging seen in some areas of the full-sized aircraft.

Up, up and away

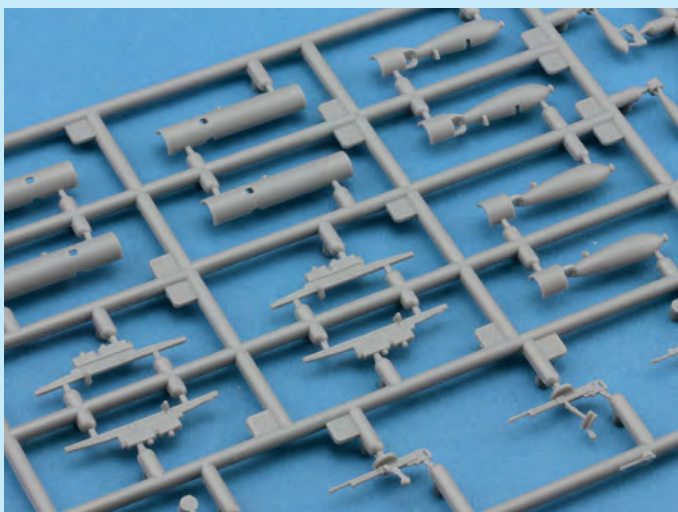
As a manufacturer, Airfix of late has done nothing but improve its product. Seemingly never happy to rest on its laurels or be content with deserved praise,

improvements continue to come. If I seem to have skipped through the build with little comment, it is because there was genuinely little to comment on! Where in previous test-shot builds, the caveat has always been made that part preparation and test-fitting was, at times crucial, there was no such necessity here. The logical, ingenious and sound engineering choices have produced a kit that was an absolute joy to build. The balance between detail and ease of construction is remarkable, bringing this item to a level where a modeller with no previous biplane experience could expect a good result. Bravo!

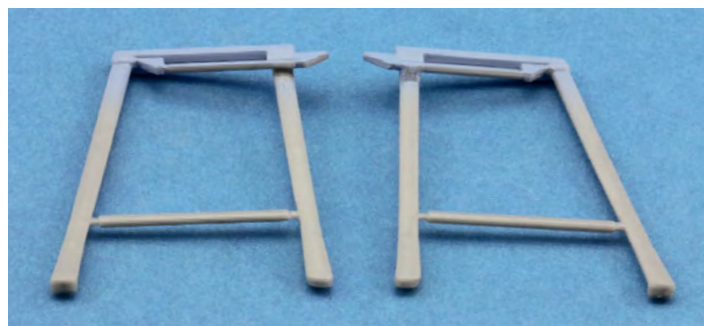


WEAPONISING ONE'S WALRUS

Although not used on this build the kit included very representative armament. Shown here on the runner is a choice of aerial depth charges, 250lb bombs and smaller smoke flares, or 20lb bombs. Bare bomb racks are also an option as they are included separately. The four Lewis guns are optional for use in an open hatch, with the ability to cater for two single gun arrangements or one single- and one twin-gun layout. If no armament is desired, there are panels that may be used to blank the recessed areas in the lower wing. These were not used on the review model, as period photos showed they were often omitted.



▲ Prior to adding the wings, remember to attach the engine nacelle rigging. In this view it is easy to imagine how the aircraft may have earned its moniker.



▲ The tail struts were moulded with integral elevator controls. These were carved to enhance their appearance as seen on the left.

Walrus Mk.I K8552 displays the functional but hardly beautiful lines of the type. Supermarine Walrus served with both the RAF and Royal Navy during World War Two. (Malcolm V Lowe Collection)



SEA-GOING SAVIOUR

Unattractive but functional, the Supermarine Walrus or 'Shagbat' served in a variety of roles during World War Two.

Malcolm V Lowe tells the story

Supermarine's Walrus was renowned for its heroic exploits as an early example of an air-sea rescue (ASR) aircraft.

With the then unique ability to land on water to collect

crews in peril, the Walrus was a versatile amphibian that fulfilled many roles for the RAF, Royal Navy (RN) and Commonwealth countries. It had the distinction of including, among its creators, the iconic RJ Mitchell of Spitfire

design fame.

During 1929 Australia formulated a requirement for an aircraft to be catapult-launched from cruisers, for what was then called 'general reconnaissance' and is often simply named

'fleet spotting' - ie the aircraft's personnel being over-the-horizon eyes of ships at sea, able to see much further than the vessels themselves from their position on the surface. The new type would be able to spot for fleet guns, but needed to be strong enough to be catapult-launched from warships. Supermarine met the requirement with a project that was eventually given the company name Seagull V. A number of possible designs culminated in a layout built by Supermarine as a private venture. This initial example first flew on June 21, 1933 from Southampton Water, with the famous test pilot 'Mutt' Summers at the controls. It originally had the identity N-1, later changed to N-2.

In July 1933, the aircraft passed to the Marine Aircraft Experimental Establishment (MAEE) at Felixstowe for military assessment, and was also tested at the Aeroplane and Armament Experimental Establishment (A&AEE) at Suffolk's Martlesham Heath, the military trials being useful to both the Australians and to Britain; but the latter at that point had no specific



The Crown Colony-class light cruiser HMS *Bermuda* (52) catapult-launches its Walrus...a dramatic event that invariably drew a crowd on any ship. The aircraft pictured appears to be X9464, a Saunders-Roe machine. (John Batchelor Collection)

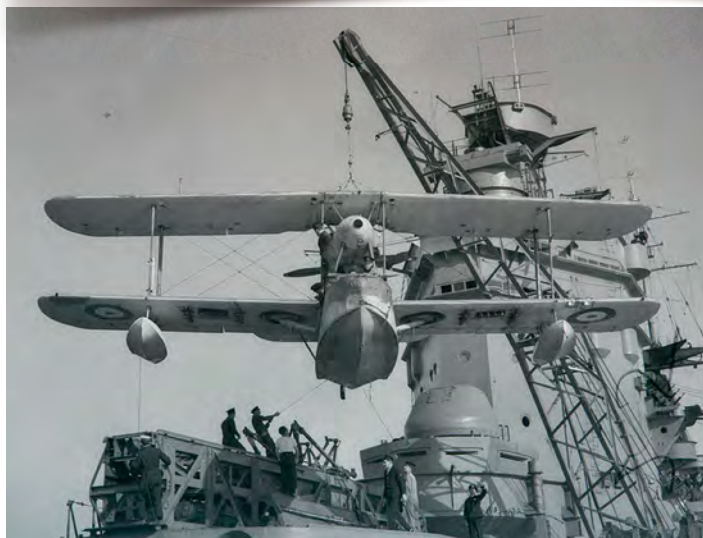
requirement for the type. Successful catapult testing with N-2 was also undertaken by the Royal Aircraft Establishment at Farnborough, as well as various trials actually at sea. Continuing Australian interest led to a production order finalised during August 1934, which led to the manufacture of 24 Seagull Vs as catapult spotter-reconnaissance aircraft for Australia's cruisers, in Royal Australian Air Force (RAAF) service. The first production Seagull V, A2-1, flew during June 1935 and deliveries began that September.

Shared manufacture

By then, British interest in the type had become established, particularly from within the RN itself. During May 1935, an initial order was placed against Specification 2/35 for just 12 examples, allocated British military serial numbers K5772 onwards. The initial machine completed was flown during March 1936 by George Pickering; the rather unflattering name Walrus eventually being adopted for the new type in British service. N-2 also later gained a British military serial number, K4797. Walrus production later expanded, and was at first undertaken by the parent company, which technically underwent a name change to Vickers-Supermarine as a result of corporate amalgamation prior to World War Two. All Walrus built by Supermarine were Mk.Is with a metal (Alclad) hull, stressed for catapult take-offs.



A classic wartime in-flight view of a camouflaged Fleet Air Arm Walrus Mk.I, W2766, carrying 'Yagi' antennas on its outer wing struts. (John Batchelor Collection)



Walrus had to be hoisted aboard using the ship's crane, as demonstrated by this example being positioned on, it is believed, the Royal Navy battleship HMS Rodney (29). (John Batchelor Collection)



Walrus Mk.I K5783 in New Zealand service and based on the light cruiser HMNZS Leander (75). In the Royal Navy, the Walrus was active from 1936 onwards. (The State Library of Victoria, Australia)

However, with Spitfire production gaining pace, an alternative manufacturer was also used for Walrus construction. This was Isle of Wight-based Saunders-Roe, which licence-built Mk.Is with the metal hull (fuselage), but also constructed a revised wooden-hulled version as the Mk.II. The wooden hull avoided the use of precious light alloys; it was heavier than the metal type but easier to repair, and was quieter in the water for the crew. Saunders-Roe also replaced the original solid metal tailwheel with a genuine pneumatic tyre. The first prototype wooden-hulled Walrus built by Saunders-Roe, X1045, made its maiden flight on May 2, 1940. Walrus production eventually ran to more than 700 production examples, often quoted figures being 285 Mk.Is by Supermarine, plus the separate Seagull V series, and 461 Mk.Is/IIs by Saunders-Roe.

The Walrus' folding wings featured metal spars and some metal ribs, but the remaining structure was wood. Fully extended, the wingspan was 45ft 10in (13.97m), while folded it was 17ft 7in (5.36m). Fuselage length was 38ft (11.58m) and the main wheels retracted hydraulically into recesses in the lower wings. Power for later production examples came from a single 'pusher'-mounted Bristol Pegasus VI radial engine of approximately 750hp (take-off power), driving a two-part four-bladed propeller unit and



Photographed by a member of the 57th Fighter Group, USAAF at Pisa, Italy, during 1944, this Walrus W2757 bore the fuselage codes 'ZE' of the RAF's 293 Squadron, an ASR unit. (Malcolm V Lowe Collection)

giving a top speed of 135mph (217km/h) at 4,750ft (1,448m). The normal crew was three or four, and armament comprised a .303in (7.7mm) Vickers K or Lewis machine gun in the amidships and bow gun positions, plus up to 760lb (345kg) of bombs or depth charges on underwing racks.

The pusher engine configuration had the advantages of keeping the powerplant and propeller further

out of the way of spray when operating on water, and reducing the noise level inside the aircraft; although any crew member in the amidships gun position was uncomfortably close to the propeller blades.

Senior service

By the start of World War Two during September 1939, the Walrus was already in widespread RN service, while the RAAF and

Royal New Zealand Air Force also became Walrus operators. Responsibility for British naval aviation was returned to the

Admiralty from RAF control during May 1939, the Fleet Air Arm (FAA) duly becoming the RN branch involved with the operation of naval aircraft. Walrus were divided into various Catapult Flights, with light cruisers carrying one floatplane each, two on heavy cruisers; other vessels including battleships such as HMS *Rodney* and HMS *Warspite* were also equipped with the Walrus, as was the monitor HMS *Terror*.

Both ship- and land-based Walrus performed anti-shipping and anti-submarine patrols in the early part of the war; the various catapult flights were consolidated into 700 Squadron during January 1940. Royal Navy Walrus were involved in the Norwegian fighting during May 1940, some making bombing attacks. The Dunkirk evacuation, later that month, had Walrus



K5772 was the first production Walrus Mk.I. The FAA unit that oversaw the ship-borne catapult-launched Walrus was 700 Squadron, from January 1940 to March 1944. (Malcolm V Lowe Collection)



A pre-war view of two neatly folded Walrus including Mk.I K8343 aboard the heavy cruiser HMS *Exeter* (68), which was one of many RN ships able to carry either one or two Walrus. (US Navy)

picking up many survivors from the waters of the English Channel, which pre-dated the type's significant use later in the war as an ASR platform.

Walrus subsequently flew wherever the RN ships on which they were based were operated, which eventually spread to worldwide wartime service. This included much anti-submarine search work while their parent ships were on convoy escort duties; such important roles continued well into 1943, when more powerful aircraft carrier-based types increasingly took over from the slow but successful RN Walrus fleet. Shore-based Walrus were also very active, a number being collected under the auspices of 701 Squadron.

Walrus manufacture ceased in the summer of 1943, but by that time the type had already

ventured into a new and very significant role, that of dedicated ASR. Although Royal Navy Walrus were already seasoned veterans in this work, it was the RAF that increasingly took over the tasking, and in the event, a number of RAF squadrons flew the Walrus on ASR missions both at home and in several overseas locations. The Walrus proved to be indispensable as a rescue platform, its ability to land on water to save downed aircrew members (or survivors from sinking ships) subsequently saving many lives. Sometimes an individual Walrus was damaged or so over-filled with survivors that it had to taxi on the water all the way to safety. Walrus came equipped with a full set of survival equipment including a dinghy, boat hook, and sea anchor. No exact figure exists as to how many survivors the ASR Walrus fleet saved, but it has often been described as running to several thousand. One RAF pilot, Tom Fletcher of 277 Squadron, became celebrated for performing daring rescues in the English Channel during 1942-44, sometimes under fire.

Foreign operators

In addition to British and Commonwealth operations, Walrus served in comparatively small numbers with several overseas customers. One of these was France, whose reconstituted Free French naval forces initially received several Walrus from the summer of 1943



Rarely seen from above, this excellent image shows the general plan view configuration of a fully operational Walrus, including its bow and amidships crew stations, insignia and camouflage pattern.
(Key Collection)

onwards. They flew with training and second-line units (Escadrilles de Servitude), including 53S, which finally stopped flying the type during 1951. Earlier

in 1944, aircraft from 4S were engaged on anti-submarine work and other combat duties in the Mediterranean area.

Three Walrus Mk.IIs were

supplied to the Irish Air Corps during 1939. Argentina was a further Walrus operator, flying the type between 1939 and the later 1950s.

Although the Walrus did not survive for long in British military service after the end of World War Two, the type had a civil career that lasted into the post-war era. A principal operator was a whaling company, United Whalers Ltd... working in the Antarctic, its three Walrus were intended to be launched from the factory ship FF/Flk *Balaena*, which uniquely had been equipped with a surplus aircraft catapult from HMS *Pegasus*. Notably, one of the Irish Air Corps aircraft was used briefly as a trainer after World War Two by Aer Lingus, registered as EI-ACC; it is now preserved in the Fleet Air Arm Museum at RNAS Yeovilton.



An RAF Walrus performing ASR duties. The type carried out many successful rescues, not just in home waters but virtually worldwide where British forces were operational. (Malcolm V Lowe Collection)

Carpathian Classic



▲ An entrant in the Master competition class for large-scale AFV dioramas, this scene entitled 'No Man Left Behind' depicted an incident from the Chosin Reservoir fighting during the Korean War, in late 1950.



▲ One of the stars of the show was this beautiful 1/72 Boulton & Paul P.12 Bodmin, released recently in resin by Polish company Lukgraph and here built by Poland's Jacek Sznajder.



▲ This attractive 1/72 Hungarian-operated Heinkel He 112B won Gold in the 'Hobby' competition class for brush-painted models, and was made by Hungarian modeller Balázs Bertalan.

From humble beginnings, the annual model exhibition at Mosonmagyaróvár in Hungary has grown into a large, internationally famous and impressive event.

Staged during the weekend of April 22-23, the 2017 show was a spectacular gathering of exhibitors and traders, with hundreds of top-class models on display.

Mosonmagyaróvár is situated

in north-west Hungary, near to the Austrian and Slovakian borders; the capital of Slovakia, Bratislava, is just a 35-minute car journey away. This affords the venue very easy access from many parts of Central Europe, a factor that has been significant in helping the event to grow to its current size. The exhibition, often referred to as 'Mosonshow', is organised by the town's model

group. To allow this club to stage such a major event, a great deal of sponsorship is on hand...as well as friendly support from the local authorities. Indeed, the prizegiving on the Sunday afternoon was attended by several dignitaries, including a representative from Mosonmagyaróvár's town council; an officer from the Hungarian armed forces was also present, helping to award the prizes.

The event has so outgrown its modest roots that it now must be staged in two separate buildings. For this year's show, exhibiting model clubs and the event's extensive competition were located in a recently built sports hall, the UFM Arena. This stands adjacent to the separate location for the traders, which for 2017 was an old school building; many of its classrooms and corridors



▲ Crisp detailing and a distinctive yellow colour scheme characterised this 94th Bomb Group 'Follow Me' Jeep in the Master 1/72 AFV competition class, for vehicles up to 1945.



▲ A captured RAF crane helping with the maintenance of a Heinkel He 111 was the subject of this scene entitled 'Danke RAF', which won Gold for Paolo Sette in the Master competition class for large-scale AFV dioramas.

◀ With a fully detailed engine compartment and well-appointed interior, this Ferrari 250 GTO won Gold for Matija Žigic in the Master competition class...for what the organisers call Street Vehicles or high-performance road cars.



▲ An enormous number of busts and figures filled one end of the competition area. Laurel and Hardy won Bronze for Rastislav Jančuška in the Master class for busts.



▲ Hungary's SBS Model produces a splendid 1/72 resin kit of the de Havilland DH.88 Comet, several examples of which were displayed including this model of G-ACSR.



▲ A Gold-winning entry in the Hobby competition class for aircraft of 1/48 and larger, was this Polish-registered Antonov An-2 by Albert Grzywa. This particular category had many entries.

were utilised to accommodate the vast array of manufacturers, decal producers, tool sellers, and model shops.

Mosonshow is a global exhibition in every sense. Participants come not just from all corners of Europe, but from as far afield as the US and Australasia. Most types of static models were catered for; in addition to hundreds of aircraft and AFVs, there were extensive

displays of cars, waterborne vessels, and literally hundreds of figures and busts. The event's very extensive competition was sub-divided into a great many classes, in both 'Hobby' and 'Master' categories. According to the organisers there were 1,823 entries, and it was most gratifying to see the junior section of the competition very well attended. Underlining the exhibition's

modelling credentials, the organisers also included several demonstrations of techniques and 'how-to' sessions, by a variety of participants from different countries. Among them was Andy Argent from Dorset, UK... well known for his award-winning and highly detailed dioramas. In an outside display adjacent to the UFM Arena, the Hungarian armed forces gave a small

demonstration comprising several full-size vehicles...and an array of classic cars was also exhibited in this open-air area.

The dates for next year's Mosonshow are April 21-22. Further information can be found at: www.mosonshow.hu

Malcolm V Lowe 
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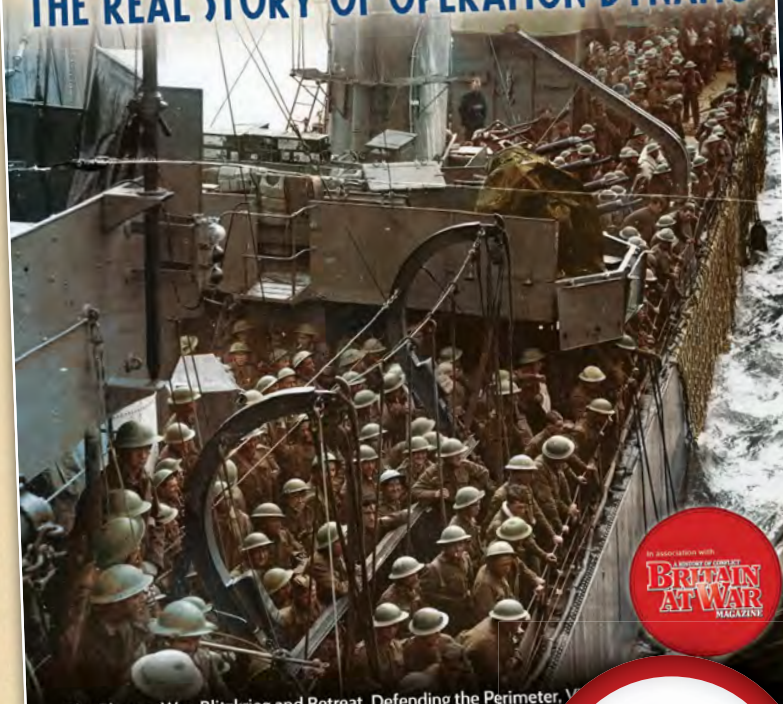
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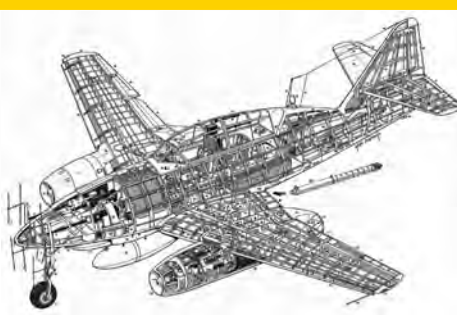
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Messerschmitt **Me 262**



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✚ Me 262 HISTORY

Twin-Jet Terror

Malcolm V Lowe explores the story of the groundbreaking Me 262...arguably the most advanced combat aircraft of World War Two



The Me 262V7 coded VI+AB was among the first Me 262 prototype/development aircraft to feature the classic tricycle undercarriage arrangement of the series. (Peter Walter Collection)

When Messerschmitt's Me 262 entered operational service with Nazi Germany's Luftwaffe, in the latter half of 1944, it represented an

important leap in combat capability and technology. It was one of just a small number of jet-powered warplanes that fought on the front line in World War Two,

and was a contemporary of Gloster's Meteor fighter – although it did fly in combat far more than its British counterpart. Sometimes nicknamed 'Schwalbe' (Swallow) or 'Silber' (Silver), the Me 262 was joined in Luftwaffe service uniquely by a small number of other jet-powered types, such as Arado's Ar 234 bomber and Heinkel's He 162 lightweight emergency fighter.

Technological advances with gas turbine (jet engine) design during the 1930s, in both Britain and Germany, offered an opportunity to increase the operational envelope and capabilities of warplanes and civil transports greatly. Although by no means the only designer of what became the Me 262, Willy Messerschmitt himself played an important role in the creation of this jet series. Actual design work by Messerschmitt AG began during April 1939, and the first Me 262 to fly was Me 262V1, Werk Nummer (WNR – works

serial number) 262 000 0001, coded PC+UA, on April 18, 1941. The type was intended to be powered by the BMW 003 turbojet initially, but problems with this powerplant led to its eventual substitution with the Junkers Jumo 004. Indeed, the first aircraft had to fly with a piston engine (Jumo 210G-series motor), installed temporarily because the BMW 003 was not ready. The first flight with two Jumo 004 jet engines was on July 18, 1942, with company test pilot Fritz Wendel at the controls of Me 262V3 (WNR 262 000 0003, PC+UC). These early aircraft had a tailwheel undercarriage configuration, but the Me 262V5 was the first with a tricycle undercarriage, and from Me 262V6 onwards this was fully retracting.

A considerable number of test, trials and pre-production aircraft were built, with initial airframes reaching the Luftwaffe for operational evaluation and initial crew training during the

The first Me 262 to fly under Jumo 004 turbojet power was the Me 262V3 on July 18, 1942. It is seen here illustrating its tailwheel undercarriage configuration. (Malcolm V Lowe Collection)





Me 262A-1a WNr 111711 was surrendered to the Allies in March 1945 and was then tested extensively. (Malcolm V Lowe Collection)

first half of 1944. Large-scale series production only really started around September 1944. Unfortunately, for those closely associated with (and enthusiastic for) the Me 262 project, both in the Messerschmitt company and Luftwaffe, political interference and changing war priorities conspired to complicate the whole development programme. It was not just Hitler who wished to see the Me 262's considerable promise as a pure fighter diverted, to that of a fighter-bomber. Increasingly effective Allied bombing of production facilities, particularly by the US Eighth Air Force's daylight heavy bombers, led to considerable dispersion of Me 262 production. However, this was never carried out as effectively as that in Britain earlier during the war. The lack of fuel (also caused by effective bombing) and dwindling skilled manpower towards the end of the conflict, in any case negated any positive effects that dispersed production may theoretically have had.

The exact number of Me 262s (of all versions) built is impossible to verify, although figures of 1,430 and 1,433 are often quoted nowadays, but without documented evidence to support them. Book-keeping in the final weeks of the Third Reich was chaotic, and what actually constituted a completed airframe in the collapsing German aircraft industry can be open to wide interpretation. Me 262s, in one stage or another of combat readiness, were scattered



One of many Me 262 'personalities' was Oberleutnant Kurt Welter, who flew examples of the two-seat Me 262B-1a/U1 night fighter in the final weeks of World War Two. (Malcolm V Lowe Collection)

all over Germany at the end of the war in Europe, and in former occupied areas such as the so-called Protectorate of Bohemia and Moravia (Czechoslovakia).

Advanced design

Production Me 262s were of basically all-metal construction and covering. The wingspan was 41ft 2½in (12.56m), and its configuration in plan view was moderately swept back. At that time, the positive effects of swept wings in jet aircraft design were not fully understood, but by whatever process used, Messerschmitt got the Me 262's layout absolutely correct. Power came from two Junkers Jumo 004B-1 turbojet engines, of 1,985lb st (900kg st) each at 8,700rpm. These gave

an excellent maximum speed for the day-fighter Me 262A-1a of 541mph (870km/h) at 19,521ft (5,950m), although these thirsty and sometimes unreliable and temperamental engines allowed the type just comparatively limited endurance.

Operational versions

The Me 262 was manufactured in several separate, but closely related versions. In addition to the pure day-fighter single-seat Me 262A-1a, there was the single-seat fighter-bomber Me 262A-2a; the latter sometimes known as 'Sturmvogel' (Storm Bird or Petrel). A separate but parallel line of development led to the tactical reconnaissance-configured Me 262A-1a/U3. This could have one Rb 20/20 and one Rb 75/30 aerial camera, or two Rb 20/30 cameras, mounted in the forward fuselage where cannon armament was normally fitted.

Early in the Me 262 programme, Messerschmitt's designers had examined potential derivatives. An obvious development was a two-seat version for familiarisation purposes. Later in the war, the need for conversion training for frontline pilots (onto the new concept of tricycle-undercarriage jet fighter), underlined the need for a two-seat variant, and this led to the instigation of a trainer derivative, the Me 262B-series. The pure trainer was the Me 262B-1a, but a significant offshoot was the Me 262B- ⌚



Bearing the unit badge of 'Watson's Whizzers' on its nose, this Me 262B-1a WNr 110165 was eventually transported by ship to the US following the end of the war, having been surrendered to British forces at Schleswig. (via 4+ Publications, Prague)



Four of these hard-hitting Rheinmetall-Borsig MK 108 30mm cannons were installed in the forward fuselage of the single-seat Me 262A-1a day fighter, and the weapon was also installed in other versions of the 'Swallow'. (Malcolm V Lowe Collection)

1a/U1 night fighter, a fully armed, radar-equipped version.

Partnering Messerschmitt in the Me 262B project was Blohm und Voss (B&V), which altered a number of single-seat airframes into the dual-place configuration; although the exact total is difficult to verify, it did include 27 known and identified conversions. The second crew seat was installed where a fuselage fuel tank was usually fitted, and a new two-piece canopy was designed. The first two-seater was re-manufactured from the Me 262S5 pre-production/development aircraft WNr 130010; it flew initially after conversion during July 1944. All subsequent two-seaters were remakes of actual or intended single-seat airframes, B&V handing over the first to the Luftwaffe during September 1944. However, later in the war, the airline Deutsche Lufthansa, at its Berlin-Staaken engineering facilities and workshops, became involved in converting several airframes (all of which were initially intended to be single-seaters) into Me 262B-1a/U1 night fighters. Only a handful of these potentially very potent warplanes were modified, and they served exclusively with the 10th Staffel of NJG 11 (Nachtjagdgeschwader - night fighter wing). They were equipped with FuG 218 Neptun air-to-air interception radar, and were thus the only Me 262 operational aircraft to be radar-equipped. Such was the ad hoc nature of these conversions that

no two examples appear to have been alike.

Powerful weapon

The Me 262A-1a's armament comprised four forward-fuselage-mounted Rheinmetall-Borsig MK 108 30mm cannon. For anti-bomber missions, a battery of 12 R4M unguided air-to-air rockets could also be carried under each wing on a special mounting, although this armament was not used as widely as the Luftwaffe would have preferred. Also available was the single-launch-tube WGr 21 unguided air-to-air rocket system, one of which could be mounted on each

side of the nose undercarriage well. Some examples of the Me 262A-1a/U3 reconnaissance derivative could theoretically carry a single 30mm cannon in the nose additional to the camera fittings.

The fighter-bomber Me 262A-2a mounted a single 500kg bomb on a weapons

pylon on each side of the nose undercarriage well; normally (yet not necessarily in every case), just the lower two standard 30mm forward-firing cannons were fitted. In theory, the Me 262B-1a trainer was unarmed, but there is conflicting evidence that at least one was fitted with the standard 30mm forward fuselage armament. Lastly, the Me 262B-1a/U1 night fighter theoretically carried the normal four MK 108 cannon, but some are believed to have mounted Mauser MG 151/20 20mm weapons instead.

Combat calamities

There is no doubt the Me 262 was a formidable weapon, if its engines were fully serviceable and it was flown by a skilled and experienced pilot. Faster in level flight than anything the Allies had in frontline service, the type was nevertheless vulnerable to engine problems. Indeed, the failure of the port turbojet was not just an issue in itself; because the aircraft's hydraulic pump was powered by that engine, it resulted in several Me 262s landing without serviceable brakes.

The first Luftwaffe unit to fly the Me 262A-1a was Erprobungskommando 262 (EKdo 262, or test and trials/experimental unit 262,

RLM Colours

The paint shades used on Luftwaffe aircraft, almost right from the accession to power in Germany by the Nazis during early 1933, was handled by the RLM (Reichsluftfahrtministerium, the Air Ministry of the Third Reich). The RLM was created later in 1933, and one of its tasks was to establish specific specifications and colouring standards, as well as camouflage patterns, for Luftwaffe aircraft. The paint hues required were abbreviated as RLM numbers (although they had longer and more complicated technical specification names). Pre-war and early war paints were given official names in addition to their RLM numbers, but the late-war colours used on Me 262s were not – although Messerschmitt gave its own 'names' to some of these colours. The underside colour RLM 76 was a light blue-grey (later in the war, a much more white-blue shade), referred to by the company as 'Lichtblau'. RLM 81, a reddish-brown upper surface camouflage colour, was labelled 'Braunviolet', and the lightish-green RLM 82 was called 'Hellgrün'.



The single-seat Me 262V056 WNr 170056 was employed in various trials including tests with nose-mounted aerials for the FuG 218 Neptun radar, as fitted to the two-seat Me 262B-1a/U1 night fighter. (Peter Walter Collection)

succeeded by Kommando Nowotny) at Lechfeld, near Augsburg in Bavaria. This unit solved some of the 'bugs' associated with the new type and received its first examples during the first half of 1944. The initial outfit for the fighter-bomber Me 262A-2a was Kommando Schenck during the summer months. These early organisations proved the type successfully, leading to regular combat units taking on the Me 262 as more production eventually became available.

Among the successful operators of the Me



The Me 262A-1a/U4 featured an experimental installation of a long-barrelled MK 214-series 50mm cannon, and was one of several concepts which did not reach series production. (Malcolm V Lowe Collection)



'Watson's Whizzers' was the unit tasked with collecting captured German aircraft for post-war analysis in the US. Here its leader, Colonel Harold Watson, poses with Me 262A-1a WNr 501232, 'Yellow 5', believed to be from KG (J) 6 with red/black checkers. (Malcolm V Lowe Collection)

262A-1a fighter was JG 7 (Jagdgeschwader – fighter wing), while the fighter-bomber Me 262A-2a was flown by various units, notably KG 51 (Kampfgeschwader – bomber wing). Later in the war a specialist fighter unit pioneered by the famous fighter pilot Adolf Galland, JV 44 (Jagdverband 44), drew together many surviving experienced pilots to use the Me 262A-1a against large US bomber formations.

During the later stages of the war, several established bomber units transitioned (in varying degrees of disarray) into jet-powered fighter/fighter-bomber units. Adding to the general chaos in the Luftwaffe at the time, bomber pilots needed to be re-trained rapidly onto the advanced Me 262 – a platform a world away from the twin-powerplant piston-engined airframes they were used to. Two such units were KG (J) 6

and KG (J) 54 (KG [J] standing for Kampfgeschwader [Jagd] or bomber-fighter wing).

At first, training of prospective Me 262 pilots was carried out by EKdo 262 at Lechfeld. Later in the war, the co-located dedicated training unit, EJG 2, performed some of this necessary conversion training for pilots transitioning to the frontline Me 262 force. Some of these 'new' students were already experienced Bf 109 or Fw 190 aircrew, but with the re-training of bomber pilots onto the Me 262, this instruction gained considerably more importance.

As a bomber destroyer, the Me 262 was potentially

second to none, its battery of four forward-firing cannons could bring down a US 'heavy', and deal easily with escorting fighters. But aiming these weapons at the high closing speeds involved was challenging, Me 262s often having to decelerate to open fire successfully, which negated the speed advantage their jet engines gave them. In essence, the Me 262 (potentially excellent though it was), proved unable to turn the tide of the air war over Germany during 1944 and 1945. Yet its appearance nevertheless caused problems for the Allies, and many theories were evolved to tackle these fast and well- ➔



The cockpit of a single-seat Me 262A-series aircraft. Particularly noteworthy is the advanced EZ 42 lead-computing gyroscopic gunsight...a rare addition inside an Me 262. (Key Collection)

In Profile

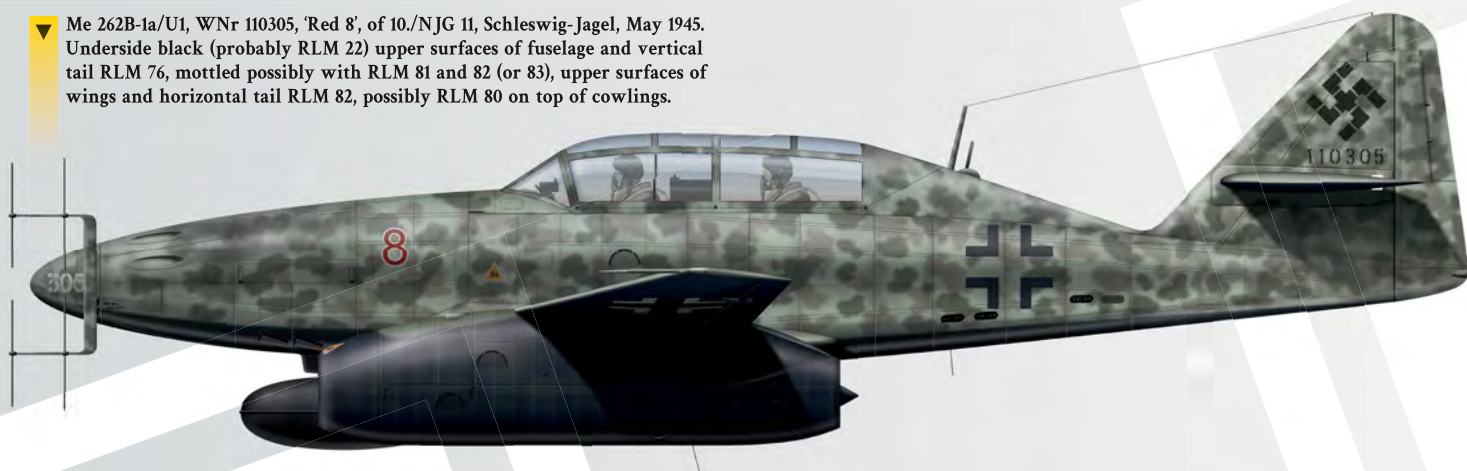
- ▼ Me 262B-1a B3+ZM, which crash-landed near Lužec nad Vltavou on May 4, 1945 possibly of 4./KG (J) 54. Late-war 'splinter pattern' (and mottle on fuselage sides and vertical tail) of RLM 81/RLM 82 on upper surfaces, RLM 76 underside (some underside panels natural metal). Fuselage nose section and engine cowlings fronts in natural metal.



- ▼ Me 262A-1a of Major Theodor Weißenberger, Geschwader Kommodore of JG 7, Jan/Feb 1945. Late-war splinter pattern (and mottle on fuselage sides and vertical tail) of RLM 81/RLM 82 on upper surfaces, RLM 76 underside. Blue/red Reichsverteidigung (Reich defence) bands on rear fuselage.



- ▼ Me 262B-1a/U1, WNr 110305, 'Red 8', of 10./NJG 11, Schleswig-Jagel, May 1945. Underside black (probably RLM 22) upper surfaces of fuselage and vertical tail RLM 76, mottled possibly with RLM 81 and 82 (or 83), upper surfaces of wings and horizontal tail RLM 82, possibly RLM 80 on top of cowlings.



- ▼ Me 262A-2a coded 9K+YH, 1./KG 51, autumn 1944. Late-war splinter pattern of RLM 81/RLM 82 on upper surfaces, RLM 76 undersides. Prominent scribble pattern on fuselage sides and vertical tail possibly comprising both RLM 81/RLM 82. White 'Y' and extreme nose outlined thinly in black, white tail tip.



(Andy Hay/ www.flyingart.co.uk)

armed machines. Piston-engined fighters could out-turn an Me 262 in a dog-fight, and an Me 262 taking off or landing was especially vulnerable; however, German airfield defences in the latter stages of the war were formidable as a deterrent against marauding Allied fighters. US P-51 Mustangs and P-47 Thunderbolts acting as bomber escorts were often able to successfully repel attacks by Me 262s, which were never available in sufficient numbers to make effective saturation assaults on massed formations of US day-bombers.

It was not just bomber escorts of the Eighth Air Force that

gained success over the Me 262. On April 8, 1945, the Ninth Air Force's 358th Fighter Group was performing a fighter-bomber attack with P-47D Thunderbolts against tactical targets in Bavaria, when it chanced upon several JV 44 Me 262A-1a fighters, which had taken off to break up an Eighth Air Force bombing raid. A dogfight ensued at low and medium levels, during which the 358th's First Lieutenant John Usiatynski, of the 367th Fighter Squadron, noted a Thunderbolt under attack from one of the jets, flown by JV 44 pilot Wolfgang Severin. The heavy, powerful Thunderbolt could catch an Me 262 if it dived



Mystery surrounds the fate of this two-seat Me 262B-1a/U1 night fighter, formerly 'Red 12' of NJG 11 (WNR 111980), which is seen here at an airshow at Blackpool's Squires Gate airfield during 1947. Part of its nose is missing. (Key Collection)



Me 262A-2a fighter-bomber coded 9K+YH of 1./KG 51, during autumn 1944. Visible beneath its forward fuselage is the starboard pylon intended to carry a bomb of up to 1,102lb (500kg). (Key Collection)



The nose of a wrecked, captured Me 262A-series aircraft, showing the installation of the four MK 108 30mm cannons. (Key Collection)

after the usually faster airframe, especially with the German pilot slowing down and being preoccupied while attacking another aircraft. Using this tactic, Usiatynski caught the Me 262 and shot it down, saving his colleague in the process.

Later service

Although Messerschmitt's designers had many advanced future projects associated with the Me 262 on their drawing boards, the end of the war in Europe stopped any further development. The type was of great interest to the Allies, however, and several captured examples (in various versions), were assigned for evaluation by Allied countries following the end of hostilities. In the newly

reconstituted Czechoslovakia, sufficient airframe parts and smaller components were available to allow the Czechs to build and operate a small number of Me 262s in the later 1940s. Much of this work was performed by Avia, the single-seat Avia S-92 being equivalent to the Me 262A-1a, and the CS-92 being an Me 262B-1a two-seat lookalike. The Czechs wisely incorporated two hydraulic pumps. Three CS-92s (sometimes incorrectly named in Western publications as two or four examples) were made, and seven S-92s, the type serving into the early 1950s until replacement by the Yakovlev Yak-23 and thence the Mikoyan-Gurevich MiG-15. ✚



Sinner's Swallow

World War Two Luftwaffe fan **Alan Price** gets his hands on a test-shot of Airfix's new-tool Me 262A-1a

Willy Messerschmitt's Me 262 has always been popular with modellers, due to its status as the world's first operational jet fighter.

Airfix's new offering is a welcome replacement for its 1960 product and typical of recent releases from this manufacturer; it contained 65 superbly detailed parts spread over three runners. A well-

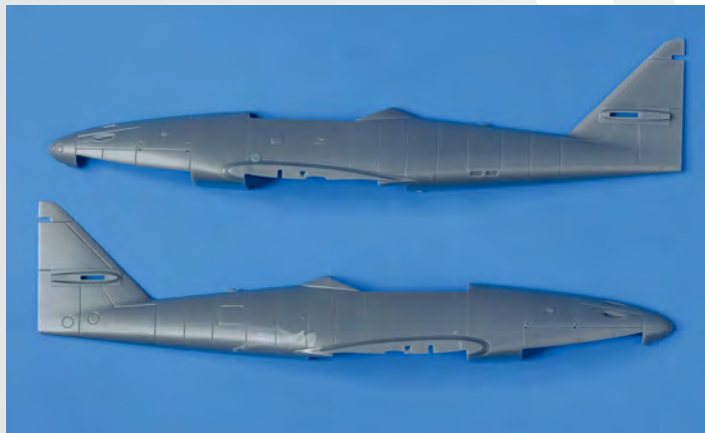
appointed cockpit was on offer, along with faithful replicas of the Jumo 004 B-1 turbojet nacelles (with compressors and variable area exhaust nozzles) and engraved exterior panel lines, which were both fine and consistent. The mainwheel tyres exhibited the common diamond-pattern tread, and are flattened slightly, to represent 'weighted' units. A small clear runner contained the canopy,

which was crystal clear and very finely moulded.

Cylindrical office

Construction began with the cockpit, which was assembled as per the instructions. The interior was painted in Mr. Hobby's

H416 RLM 66 Black Gray (see panel), before the instrument panel was brush-painted with various colours to give a representation of the dials... this aspect will be replicated by decals in the production kit. A final touch was to add

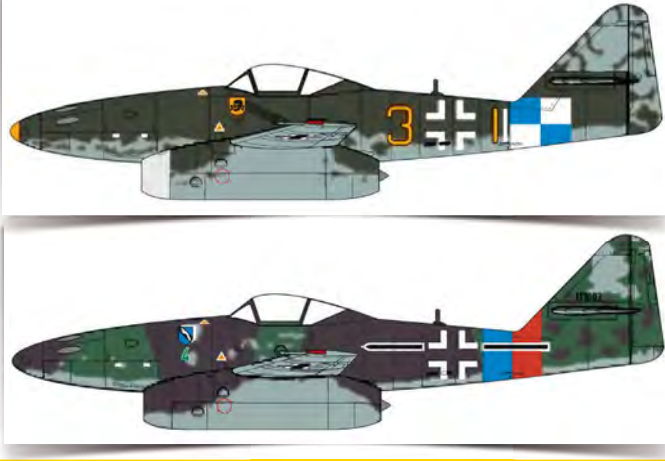


▲ Airfix's fuselage halves captured the shape of the Me 262 very well; note the fine panel lines and delicate rivet detail below the horizontal stabiliser mounting points.

Kit Colour schemes

Liveries representing the first two Luftwaffe jet squadrons, Jagdgeschwader 7 and Kampfgeschwader (Jagd) 54, will feature in Airfix's kit, with aircraft adorned in RLM 83/76 and RLM 81/82/76 camouflage respectively:

- Me 262A-1a, Geschwaderkommodore Maj Theodor Wiessenberger, Stab II./JG 7, Kaltenkirchen, Germany, January 1945
- Me 262A-1a, Yellow 3, 9./KG (J) 54, Neuburg an der Donau, Bavaria, Germany, March-April 1945

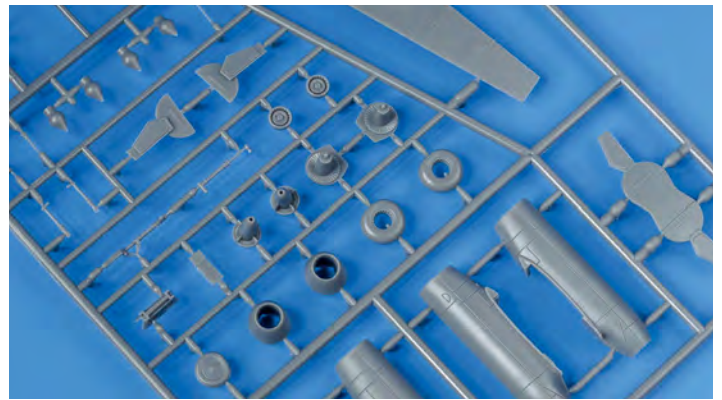


harnesses to the pilot's seat, via spares box items.

After the undercarriage bay parts were attached to the lower wing, the latter received Mr. Paint MRP-9 White Aluminium, as did the fuselage interior and areas around the wheel wells. These metallic areas were then treated to a black wash, before the cockpit cylinder was added to the bulkheads and attached to the wing.

After the fuselage halves were mated and the front bulkhead was fixed in place, a test-fit revealed the cockpit cylinder didn't fit squarely into the opening; instead it was low at the rear. With this being a pre-production offering, a few fit issues had been anticipated, although these will have been addressed by the time the kit goes on sale. Therefore, the

cockpit cylinder was removed from its wing mounting and glued directly into the fuselage opening...after which, everything fitted snugly. To prevent the model becoming a tail-sitter, Deluxe Materials' Liquid Gravity was poured into the nose cavity and secured with



▲ The main runner revealed a wealth of detailed parts, and included undercarriage doors for raised and lowered landing gear configurations.



▲ The lower wing half received a rear bulkhead and wheel bay inner section; the former supported the cockpit cylinder, while the latter fixed the mainplane dihedral.

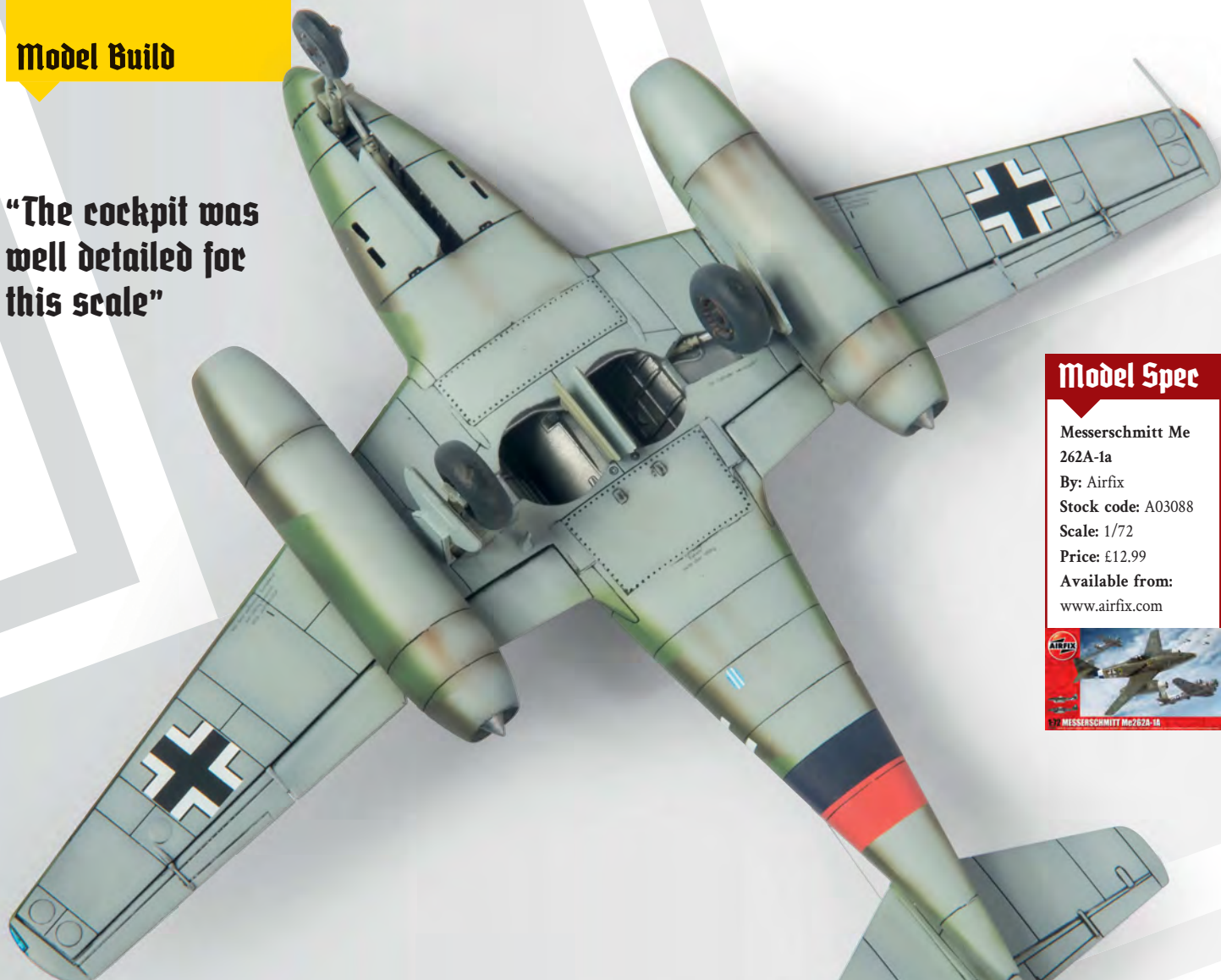


▲ Clever design was employed on the wings, with panel lines masking the front joint, while flaps and ailerons hid the rear seam, leading to virtually no clean-up being required.



▲ The cockpit was well detailed for this scale and just a seatbelt was added. The upper section even had the gun sight on its mounting, located behind the instrument panel.

"The cockpit was well detailed for this scale"



Model Spec

Messerschmitt Me 262A-1a
By: Airfix
Stock code: A03088
Scale: 1/72
Price: £12.99
Available from:
www.airfix.com



Interior shades

Airfix suggested the interior parts be painted aluminium, RLM 02 Grau (grey) or RLM 66 Schwarzgrau (black grey). While this might seem confusing, it's in accordance with the 1942 Reichluftfahrtministerium (RLM – the Air Ministry) directive (HM Notice No.7/42 Simplifying Surface Treatments for Land-based Aircraft). This discontinued the use of protective paints on the interior of aircraft except for the cockpit, ferrous metals and wood, and appears to have led to most manufacturers stopping painting, but this change was implemented slowly. It also led to the use of excess stocks of paint in place of the 'correct' tones as supplies ran low. For instance, there are known examples of Me 262s with RLM 02 and RLM 66-painted undercarriage. Generally, the wheel wells appear to have been left in bare aluminium, but the use of RLM 02 cannot be ruled out.

thin cyanoacrylate. The upper wing surfaces were then attached, before attention turned to the engines.

Powering along

The engines were well detailed, with the rear 'onion' assembly (as it was known), being split vertically along its length... this was assembled and cleaned up prior to it being attached

to the variable area nozzle. All engine interior parts were then painted aluminium. The inlet was formed from a separate part, which was glued to the engine front, and provided a seamless intake tube, with the interior painted H70 RLM 02 Grey. A dry-fit of the compressor fan to the inlet revealed that, despite there being no 'correct' position for the



▲ In a deviation from the instructions, the cockpit cylinder was mated directly to the fuselage, as otherwise this sub-assembly would have been misaligned.



▲ Each nacelle comprised seven parts; the 'onion' having already been added to the variable area nozzle on the right. Interior parts were painted aluminium before assembly.



▲ After filling and sanding, the model was almost ready to paint. The canopy sections were the last parts to be added.



▲ After masking the canopy, the frames were painted RLM 66, so the correct interior colour would be visible on the inside.



▲ Primer was sprayed onto the model first, and then after painting the underside RLM 76 and allowing this to dry, it was masked before the upper surfaces were painted RLM 82.



▲ However, after careful work and application of the darker RLM 81, the eye-catching pattern was revealed in its glory.

former (there being apparently four ways it can be fitted), just one of these resulted in the 'spike' being centred correctly in the inlet. It's advisable to test-fit these components to establish the best orientation before committing glue. Assembly of the remaining engine parts took place without any problems. A minor issue was found when adding the nacelles to the wing, however, and this demanded remedial work on the seams for

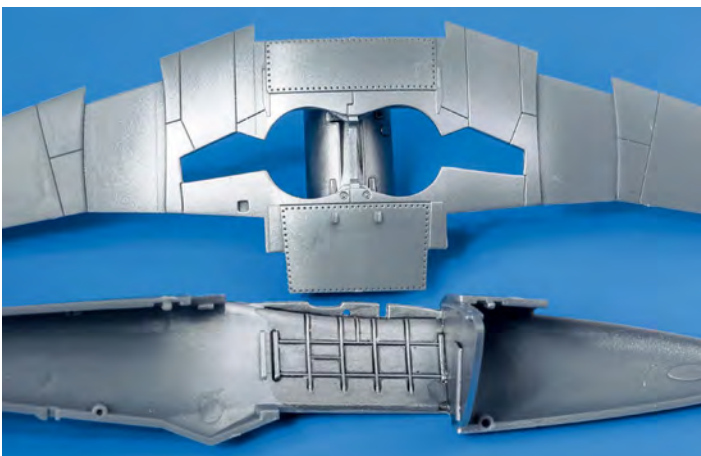
the powerplants to sit correctly under the mainplane.

Neatening

With the airframe essentially completed, time was taken to fill and sand the seams, there being little work to do on most of these. As mentioned previously, the engine nacelles took time to blend into the wings on the upper surface, but any detail lost during this process was re-scribed. The last parts

to be attached were the nose gear section and the horizontal stabilisers; while no issues were encountered with the latter, the former fitted very snugly, and care was taken to ensure the join was perfectly smooth,

otherwise this would spoil the aircraft's graceful lines. A final check revealed a few small defects that needed further filling and sanding, before the windscreen and glazed rear section were attached and masked ready for ➔



▲ The underside of the cockpit cylinder could be seen through the wheel bay. Note the interior detail for the fuselage, which would be visible on either side of the 'office'.

Transfer market

As with many Airfix test-shots, kit decals weren't available in time for the build, so Xtradecal's splendid new Me 262 sheet (X72269) was employed. While it's stated there are 12 schemes, there are actually 14, thanks to an option for a pre/post-capture IV./JG 7 airframe and a bonus prototype machine:

- Me 262A-1a, WNr 170071, White 2, Maj Erich Hohagen, Ekdo 2, Lechfeld, July 1944
- Me 262A-1a, WNr 110956, White 17, Ekdo 2
- Me 262A-1a, WNr 111617, White 9, Obfw. Zander, II./EJG 2
- Me 262A-1a, WNr 170047, White 1, Franz Schal, Kommando Nowotny, Hesepe, 1944
- Me 262A-1a, WNr 119559, Red 13, Heinz Bär, III./EJG 2, Lechfeld, 1945
- Me 262A-1a, WNr 500491, Yellow 7, Obfw. Heinz Arnold, IV./JG 7, May 8, 1945
- Me 262A-1a, WNr 500491, captured US markings, 1945
- Me 262A-1a, Green 1, Rudolf Sinner, Stab III./JG 7, Jan-Feb 1945
- Me 262A-2a, White F, I./KG (J) 51, near Munich, 1945
- Me 262A-2a, B3+EK, 2./KG (J) 54, Giebelstadt, May 1945
- Me 262A-1a, Yellow 5, KG (J) 6, Munich-Reim, May 8, 1945
- Me 262A-1a/U3, White outline 34, III./EJG 2, Lechfeld
- S-92, PL-01, Anti-Aircraft Establishment, Olomouc, Czechoslovakia, 1950s
- Me 262 6th prototype, VI+AL/Red 6, Apr-Jul 1944





painting. Further coverings were applied to the undercarriage bays and cockpit in readiness.

Flying colours

The chosen scheme from Xtradecal's sheet was that of Major Rudolf Sinner's aircraft from Stabschwarm III./JG 7. This particular Me 262 appears in a widely published photograph, which highlights distinctive

parallel-striped camouflage. A copy of the photo was found when researching this build, alongside a superb colour profile of the same machine. Close examination of both revealed the demarcation between upper and lower colours was soft-edged and unusually low, and continued slightly onto the underside. Furthermore, the tail appeared mottled (as depicted in

the profile), rather than being finished in the stripe pattern. However, it wasn't possible to determine if the inner faces of the engine nacelles were camouflaged. Notably, the aircraft was fitted with under-nose rocket tubes in the photograph, but as these were probably not fitted all the time, it was decided not to obtain spare/aftermarket items (Airfix does not supply them).

The model was first primed with Mr. Surfacer Gray, then pre-shaded with black along the panel lines. Once this had dried fully, the underside received H417 RLM 76 Light Blue, before being masked and the upper surfaces treated with H422 RLM 82 Light Green. The camouflage was then laid out with Tamiya Masking Tape for Curves, and proved tricky to mask, due to the fuselage's compound curves. Standard Tamiya tape was then used to fill the green areas of the pattern, before the stripes were airbrushed H421 RLM 81 Brown Violet.

Reich defence 30

After removing the tape coverings, the feathered edge between upper and lower colours was achieved freehand with an airbrush, with the end of each stripe being masked and the upper surface colour sprayed along its length. For the nacelle interiors, the camouflage was simply wrapped around the front and rear, again with soft demarcation. On the tail, the last stripe was faded into a

mottle pattern, with a heavier application towards the top.

After further masking, red and blue 'Reich defence' bands were added; H414 RLM 23 Red and H35 Cobalt Blue (with a hint of black) were applied over a white undercoat, before the model was set aside to dry. It then received a coat of gloss varnish and Xtradecal's markings were applied with the aid of Microscale setting solutions. The decals adhered perfectly, but note just the key stencils were applied, as most would probably have been over-painted when the stripes were added to the real aircraft.

Legging it

After a further coat of gloss to seal the decals, a pin wash was applied to the panel lines with Flory Models' Black (www.florymodels.co.uk). Various



▲ Masking the camouflage was surprisingly tricky...the curved fuselage making it difficult to create parallel stripes.



▲ Reich defence bands were painted next; this area was masked and painted white first to help obtain a bright red.



▲ After removing the tape, the finished stripes looked great and offered pleasing contrast with the camouflage.

Dital reference

Anyone considering building Airfix's new kit (or those from other manufacturers), should purchase Kagero's recent (and weighty) 227-page hardback book on the type.

Messerschmitt Me 262 Schwalbe, by Marek J Murawski and Marek Rys, features fascinating period photographs, history text and 18 pages of scale plans (1/72 and 1/48), before the 3D detail section, which offers superb CAD-style colour illustrations of seemingly every facet of the Me 262, from overall exterior views, to drawings of interior framework, separate surface panels, engines, gun bays, cockpit details and much more (the night fighter is included here). Walk-round photos of the two-seat 'White 35' at the US National Naval Aviation Museum are also supplied, and closing the book are excellent colour profiles and plan views of various Me 262s...some well known, others less so, but all are inspiring for build purposes. Two large fold-out sets of extra 1/48 and 1/32 plans are also included. The book is available from: www.casematepublishing.co.uk





▲ Xtradecal's products were superb and conformed well. After further gloss varnish to protect the decals from subsequent weathering, black wash was applied to the panel lines.

shades of dark brown were then airbrushed lightly on the nacelles to replicate staining. Final construction was straightforward, as there was just the undercarriage to add, and this went on easily, having been painted RLM 02 and weathered beforehand. It was noted that the main undercarriage legs had mountings for oleo scissors, but these weren't present in the kit. On checking with Airfix, it was

found there were two reasons for this; first these couldn't be moulded integrally with the legs due to the angle of the parts on the runner. Second, supplying separate scissors would have resulted in two tiny pieces, and it was felt these might be off-putting for less experienced modellers. However, the mountings are there and the scissors can be scratch-built easily if desired.



▲ Various dark brown shades were airbrushed onto the nacelles to reproduce the staining noted on many Me 262s.

Wheels and tyres then received matt black, before the latter were over-painted with dark grey; weathering effects were limited to a rusty wash on the wheel hubs and a mud wash on the tyres. At last, it was time to add the remaining pieces, including aerials and pitot tubes; Uschi van der Rosten's elastic line (www.albionhobbies.com) was used for the former, while brass rod was substituted for the

latter. Finally, the canopy was attached in the open position, to display the lovely interior.

A worthy effort

Airfix's new Me 262A-1a is superb, easy to build, and features plenty of detail, yet still offers huge potential for aftermarket embellishment. It's likely to be very popular and will no doubt grace many show tables in the future. ✚

Other references

Airframe and Miniature No.1 Messerschmitt Me 262, by Richard A Franks (Valiant Wings), ISBN: 978-0-9567198-05

Me 262 Volume 3, by Eddie Creek and J Richard Smiths (Classic Publications), ISBN: 978-1-903223-00-0

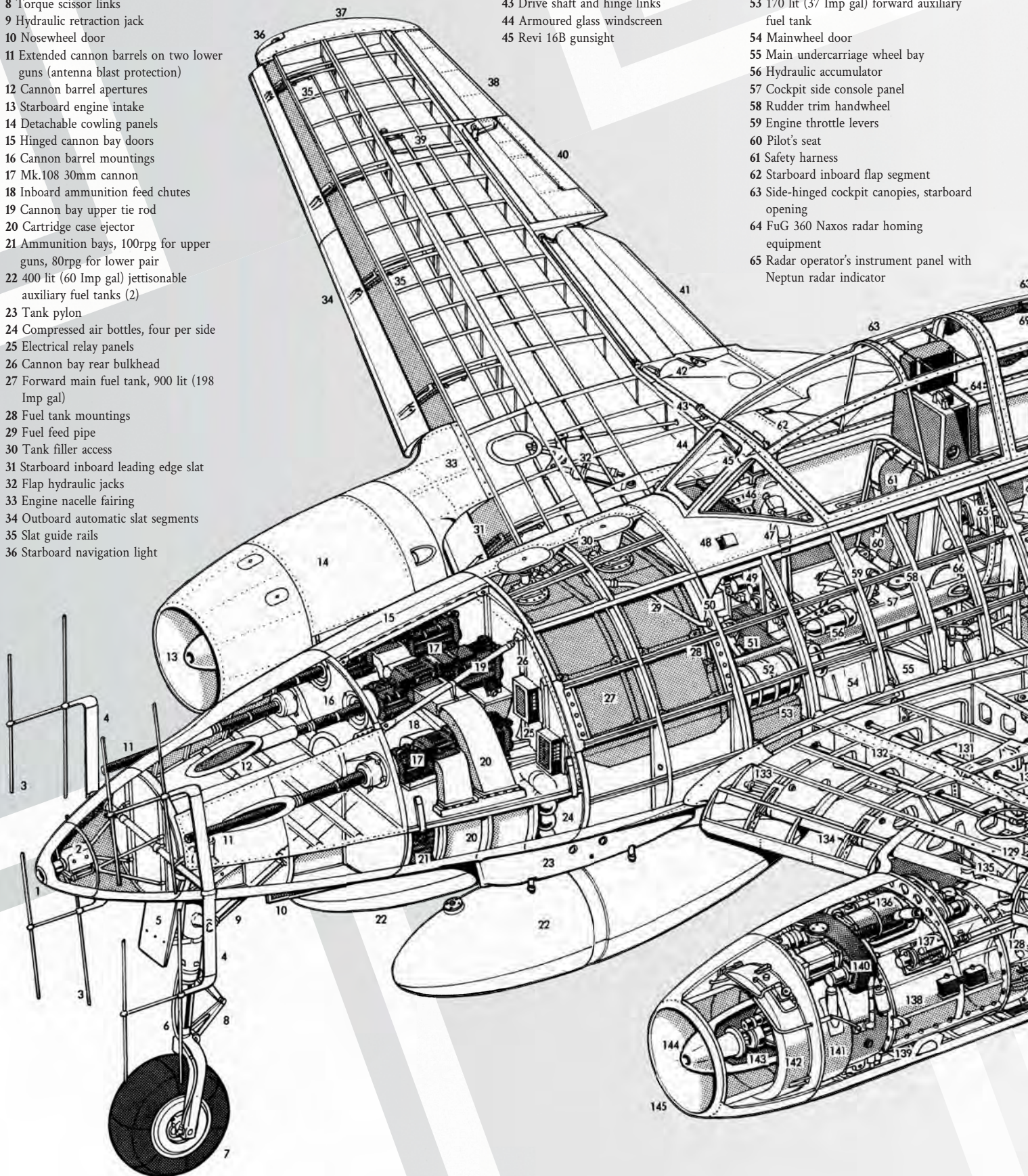


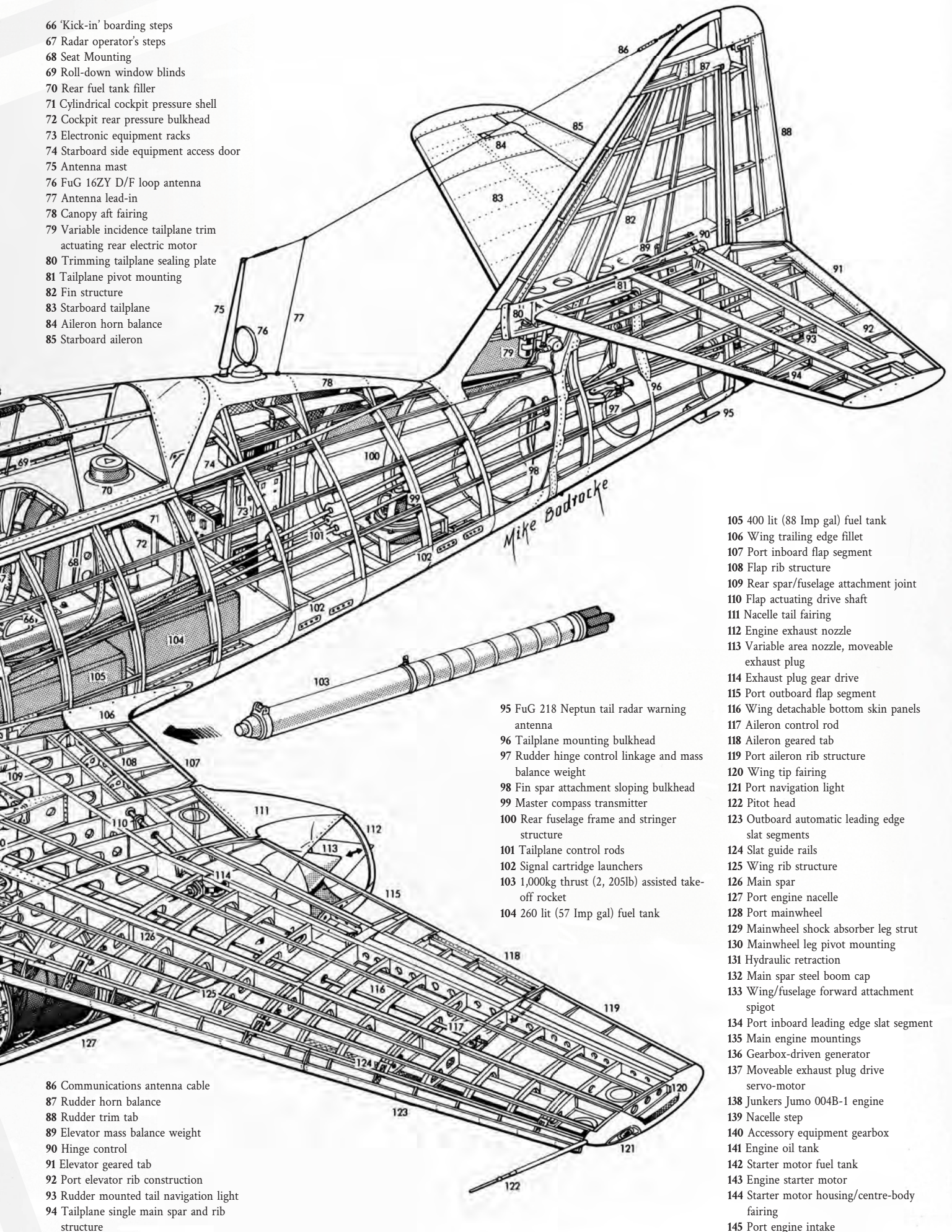
Cutaway Drawing

- 1 Camera aperture
- 2 Gun camera
- 3 FuG 218 Neptun dipole radar antennas
- 4 Antenna mast
- 5 Nosewheel leg door
- 6 Nose undercarriage leg strut
- 7 Aft retracting nosewheel
- 8 Torque scissor links
- 9 Hydraulic retraction jack
- 10 Nosewheel door
- 11 Extended cannon barrels on two lower guns (antenna blast protection)
- 12 Cannon barrel apertures
- 13 Starboard engine intake
- 14 Detachable cowling panels
- 15 Hinged cannon bay doors
- 16 Cannon barrel mountings
- 17 Mk.108 30mm cannon
- 18 Inboard ammunition feed chutes
- 19 Cannon bay upper tie rod
- 20 Cartridge case ejector
- 21 Ammunition bays, 100rpg for upper guns, 80rpg for lower pair
- 22 400 lit (60 Imp gal) jettisonable auxiliary fuel tanks (2)
- 23 Tank pylon
- 24 Compressed air bottles, four per side
- 25 Electrical relay panels
- 26 Cannon bay rear bulkhead
- 27 Forward main fuel tank, 900 lit (198 Imp gal)
- 28 Fuel tank mountings
- 29 Fuel feed pipe
- 30 Tank filler access
- 31 Starboard inboard leading edge slat
- 32 Flap hydraulic jacks
- 33 Engine nacelle fairing
- 34 Outboard automatic slat segments
- 35 Slat guide rails
- 36 Starboard navigation light

- 37 Wing tip fairing
- 38 Starboard linked 'Frise-type' aileron panels
- 39 Aileron hinge control linkage
- 40 Geared tab
- 41 Outboard slotted flap segment
- 42 Flap guide rail
- 43 Drive shaft and hinge links
- 44 Armoured glass windscreen
- 45 Revi 16B gunsight

- 46 Circuit breaker panel
- 47 Control column
- 48 Cabin fresh air intake, lever operated
- 49 Pilot's instrument panel
- 50 Cockpit front pressure
- 51 Rudder pedals
- 52 Hydraulic reservoir
- 53 170 lit (37 Imp gal) forward auxiliary fuel tank
- 54 Mainwheel door
- 55 Main undercarriage wheel bay
- 56 Hydraulic accumulator
- 57 Cockpit side console panel
- 58 Rudder trim handwheel
- 59 Engine throttle levers
- 60 Pilot's seat
- 61 Safety harness
- 62 Starboard inboard flap segment
- 63 Side-hinged cockpit canopies, starboard opening
- 64 FuG 360 Naxos radar homing equipment
- 65 Radar operator's instrument panel with Neptun radar indicator





- 66 'Kick-in' boarding steps
- 67 Radar operator's steps
- 68 Seat Mounting
- 69 Roll-down window blinds
- 70 Rear fuel tank filler
- 71 Cylindrical cockpit pressure shell
- 72 Cockpit rear pressure bulkhead
- 73 Electronic equipment racks
- 74 Starboard side equipment access door
- 75 Antenna mast
- 76 FuG 16ZY D/F loop antenna
- 77 Antenna lead-in
- 78 Canopy aft fairing
- 79 Variable incidence tailplane trim actuating rear electric motor
- 80 Trimming tailplane sealing plate
- 81 Tailplane pivot mounting
- 82 Fin structure
- 83 Starboard tailplane
- 84 Aileron horn balance
- 85 Starboard aileron

- 86 Communications antenna cable
- 87 Rudder horn balance
- 88 Rudder trim tab
- 89 Elevator mass balance weight
- 90 Hinge control
- 91 Elevator geared tab
- 92 Port elevator rib construction
- 93 Rudder mounted tail navigation light
- 94 Tailplane single main spar and rib structure

- 95 FuG 218 Neptun tail radar warning antenna
- 96 Tailplane mounting bulkhead
- 97 Rudder hinge control linkage and mass balance weight
- 98 Fin spar attachment sloping bulkhead
- 99 Master compass transmitter
- 100 Rear fuselage frame and stringer structure
- 101 Tailplane control rods
- 102 Signal cartridge launchers
- 103 1,000kg thrust (2, 205lb) assisted take-off rocket
- 104 260 lit (57 Imp gal) fuel tank

- 105 400 lit (88 Imp gal) fuel tank
- 106 Wing trailing edge fillet
- 107 Port inboard flap segment
- 108 Flap rib structure
- 109 Rear spar/fuselage attachment joint
- 110 Flap actuating drive shaft
- 111 Nacelle tail fairing
- 112 Engine exhaust nozzle
- 113 Variable area nozzle, moveable exhaust plug
- 114 Exhaust plug gear drive
- 115 Port outboard flap segment
- 116 Wing detachable bottom skin panels
- 117 Aileron control rod
- 118 Aileron geared tab
- 119 Port aileron rib structure
- 120 Wing tip fairing
- 121 Port navigation light
- 122 Pitot head
- 123 Outboard automatic leading edge slat segments
- 124 Slat guide rails
- 125 Wing rib structure
- 126 Main spar
- 127 Port engine nacelle
- 128 Port mainwheel
- 129 Mainwheel shock absorber leg strut
- 130 Mainwheel leg pivot mounting
- 131 Hydraulic retraction
- 132 Main spar steel boom cap
- 133 Wing/fuselage forward attachment spigot
- 134 Port inboard leading edge slat segment
- 135 Main engine mountings
- 136 Gearbox-driven generator
- 137 Moveable exhaust plug drive servo-motor
- 138 Junkers Jumo 004B-1 engine
- 139 Nacelle step
- 140 Accessory equipment gearbox
- 141 Engine oil tank
- 142 Starter motor fuel tank
- 143 Engine starter motor
- 144 Starter motor housing/centre-body fairing
- 145 Port engine intake

Twilight Hunter



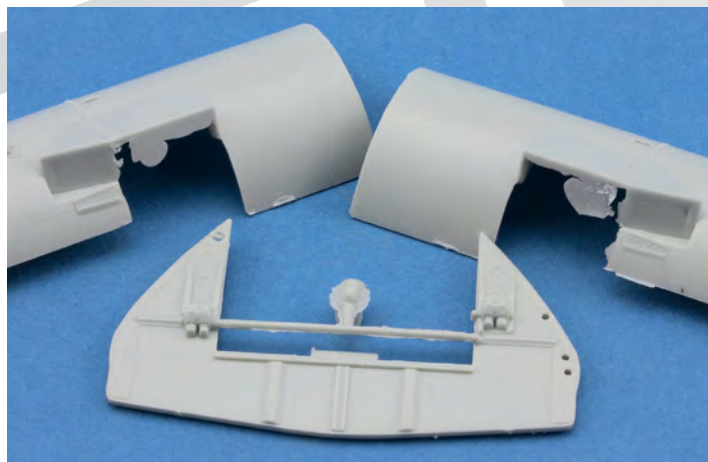
Jen Wright details the highlights and pitfalls of Revell's new Me 262 night fighter

When this all-new tooling from Revell was announced, I'll admit I was both surprised and pleased.

With the company being so well known for great value, it looked promising from the off and initial impressions on receiving the kit supported this.

The standard end-opening box was positively bursting with plastic...222 parts being spread across 12 runners. On closer inspection, surface detail on the major parts was impressive, whereby delicate recessed panel lines and selected fastener detail was the order of the day. There

were also plenty of features in all other areas, including two full engines. The detail in general appeared well realised, although flash was evident on some smaller parts. Despite the level of refinement, the Editor and I agreed that adding newly released upgrade parts would be



▲ Perhaps a downside to the price? Many smaller parts displayed copious amounts of flash, had large or badly placed sprue stubs, or suffered from mould misalignment.



▲ The basic cockpit components before application of any paint; PE additions are visible, as is the generally excellent level of supplied detail.



worthwhile, so a selection of these was duly obtained.

Beginning with the cockpit components, the parts breakdown here was relatively complex. Sub-assemblies were built for both cockpits, with one eye focussed on access for painting while the other kept pace with which photo-etched metal would be used, and where it would be fitted. This would have been much easier if the relevant parts had been grouped together on one frame, or even if the part numbering



was sequential. Instead, all components were distributed randomly on several frets, leading to much shuffling and searching. Another fly in the ointment came in the form of a noticeable lack of moulding sophistication. It seemed that at every turn, some form of fettling was required. Be it flash, overly large or awkwardly placed sprue stubs, mould seams or visible ejector-pin circles; almost every part needed some

amount of preparation before it was usable. I'm aware of course that this is very much a 'first world' problem. None of the remedial work was difficult or even particularly involved, but without it, many parts simply would not have fitted together. Every modeller has a different tolerance level for this and some may wish to bear it in mind before purchase.

Cockpit colour

Once ready to start adding paint, everything was sprayed with Tamiya XF-24...which is a reasonable match for RLM 66. After a coat of X-22 Clear, a wash of AMMO MIG PLW Blue-Black was added to emphasise the details. At this stage, one would usually apply the pre-coloured PE, but after careful consideration, on this occasion I elected not to. Since Revell provided excellent decals for the IP and consoles, these were punched individually from the decal and added one by one, having first painted the coloured areas as necessary. A modicum of pre-coloured PE was still used, mostly in the form of placards and odd small details. The rest was carefully hand-painted, before gentle dry-brushing of light grey picked out edges and details from otherwise potentially drab surfaces. Building and fitting RB Productions' seatbelts consumed two evenings. Separate buckles and straps made for much harder work than one-piece PE belts, but the result was worth it. The added relief and more natural 'hang' of the straps provided greater realism, and the length could be adjusted to suit the seat perfectly. It should be



▲ After Tamiya XF-24 was applied, it was enlivened with lightened colour, used to add highlights for interest, as many of the parts were quite large.



▲ Each instrument dial was removed from the decal sheet with a punch-and-die set, and placed in the painted dial faces...time consuming but ultimately, it looked splendid.



▲ The completed cockpit parts sported a variety of hand-painted parts, with some pre-coloured PE. Dirt was added to floor areas, and minimal chipping to seat edges.

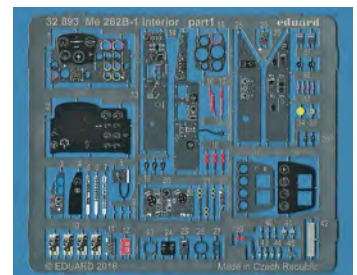
Aftermarket items

Eduard (www.eduard.com)

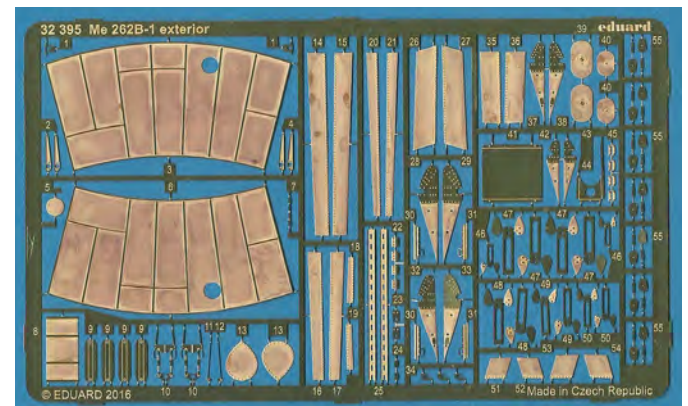
- 32893 Me 262 interior
- 32395 Me 262 exterior

RB Productions (www.radubstore.com)

- 320061 Luftwaffe Seatbelts
- M 32007 Me 262 B1a/U1 Canopy Masks
- C 32006 Main Wheels
- C 32005 Radar Antennas and Pitot



As one might expect with a set named 'interior', the set for the innards provided pre-coloured instrument panel faces and side console parts primarily, along with smaller parts. No seatbelts came with this one, as they were listed separately. The exterior set included panel interiors, slat and flap details and various small parts covering most areas, although notably there was nothing for the engines. RB Productions has released a suite of parts for this kit, and using items from this manufacturer was a first for me. Initial impressions were good; the wheels had plenty of detail with separate hubs for ease of painting. Turned brass parts formed the bulk of the aerial set and were beautifully fine, with a resin item to form the main supports. The highlight was probably the seatbelt set, produced from a pale-coloured material akin to paper, with separate PE buckles.





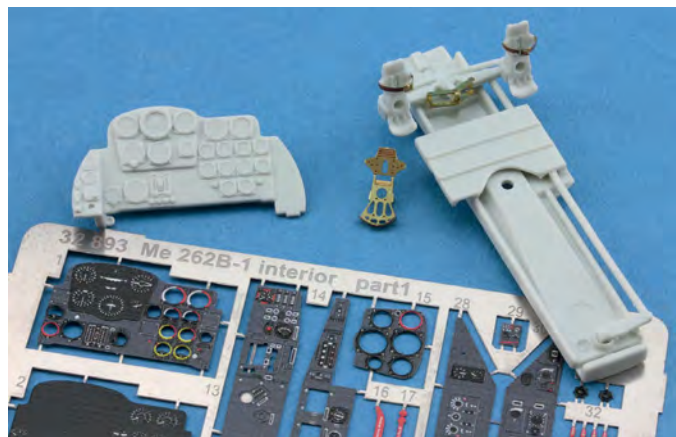
▲ Constructing RB Productions' seatbelts was not a little fiddly. Strips of material were threaded through PE buckles to create very realistic harnesses; it was found that Gator's Grip glue worked better than CA on these parts.



▲ The main undercarriage bay was extremely detailed from the box. Much of it was built onto the centre lower wing section, with more detail inside the upper wing parts and fuselage.

Aftermarket versus kit parts

As modellers, we tend to assume aftermarket products are always worthwhile. Surely that pre-coloured PE instrument panel is better than anything I can do? And those resin parts are way better than the kit items...aren't they? Well not always. In as large a scale as this kit, I felt that many of the PE parts, while exquisitely detailed as always, were simply too flat to look good. The printed detail that usually lights up an interior looked dull and lifeless compared to the relief and texture of the kit moulding. The PE rudder pedals were rendered beautifully, but the real aircraft had cast aluminium pedals with depth...they were not flat and in this case, the kit parts were simply more accurate. In a smaller scale, none of this would be obvious, and more often than not the kit parts wouldn't be as good as these are. On this occasion though, the PE set became window dressing, rather than the set piece.



▲ Once in position, this upper plate had many small PE catches and details added, plus the crowning glory of a fully folded PE gunsight, complete with double mirrors when finished.

borne in mind that for modellers with less patience (or shakier hands), the coloured PE option still gives a great result for much less effort.

However, problems were encountered when the time came to fit the cockpit parts into their respective tub halves. These mainly seemed to have been caused by slight misalignments present in the sub-assemblies, which were not obvious at the dry-fit stage. A reasonable fit was ensured by opening certain locating slots and removing tabs from the floor and control column section. Remembering the outside of this assembly forms a highly visible section of the main undercarriage bay, care was taken as the seams required neatening. With the benefit of hindsight, perhaps building the cockpit parts into one of the tub halves from the beginning may help, although it would clearly be more difficult to paint afterward.

Construction conundrums

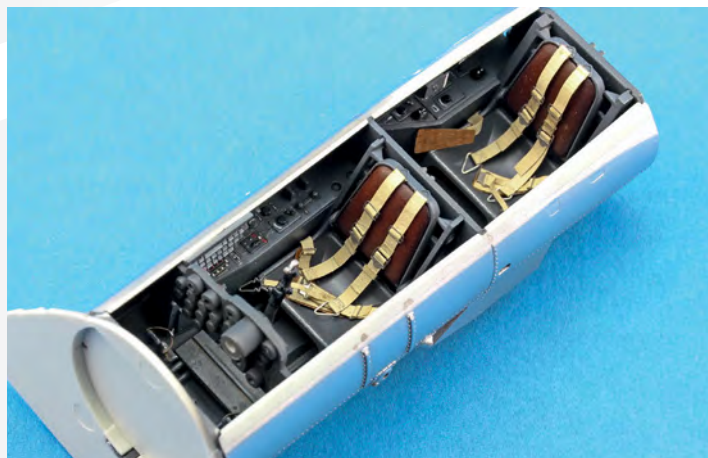
The balance of the main landing gear bays built from multiple parts into a fabulously convincing structure on the lower wing. Though instructions suggested RLM 02 for this area, period photos and unrestored museum exhibits suggest the area was often bare aluminium; so, silver paint was used here with details picked out in RLM 02. After fitting the bare bones of the gun bay, the superbly fitting fuselage halves were joined. Rough surface texture was noted across most of the fuselage outer surfaces, so the slightly unconventional decision was made to prime and rub down at this early

stage. Doing so while the wings were not fitted made handling substantially easier, and with no interior present there was no risk of damage from errant fingers or sanding residue. Halfords grey primer was decanted from the aerosol and applied by airbrush, then smoothed when dry with 800-grade Wet and Dry paper. Fitting the upper cockpit plate posed no problems, but one thing the instructions failed to mention was the slots for fitting the canopies in the open position required opening, either before the plate was fitted, or certainly before the cockpit was offered from underneath. Another rather startling omission was any mention of nose weight. Testing showed it would be required, so rather than leave things to chance, lead weights were glued behind the gun bay firewall.

With fuselage work completed, the wing centre section was fitted at this stage, clicking into place without issue and with little or no filler required. It should be noted that extensive test-fits had already been carried out to ensure this approach would not cause problems later.

Revell supplied both

engines in their entirety, and the kit allowed for the forward upper access panel to be left off for display. I had decided

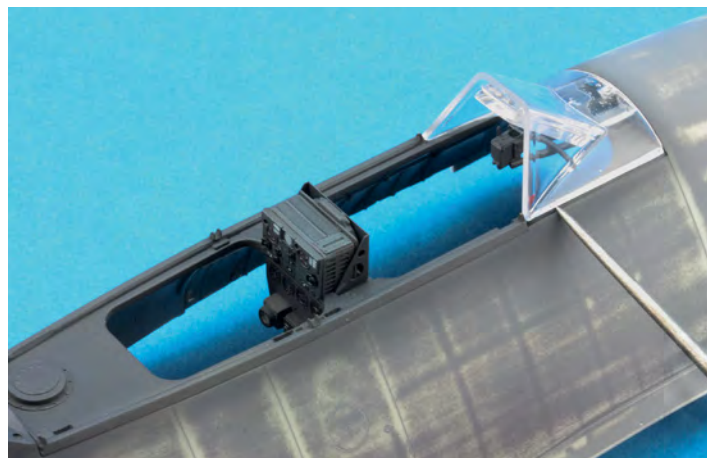


▲ The completed cockpit tub, looking somewhat like a misplaced canoe, ready for placement in the fuselage. Some trouble was encountered in getting the cockpit tub to fit together well.

from the outset that just one engine would be on show, and extra panels would be removed. Construction was generally simple, although complicated somewhat by the size and placement of certain sprue stubs.

Shallow circular depression

detail seen in the mid-section represented cooling holes on the real unit. These were drilled and filed, and then sections of tubing were placed inside to represent the combustion chambers within. Adding simplified pipes and wiring was carried out according to references; the excellent CAD-style illustrations in the Kagero book on the type (see panel on p.64) were



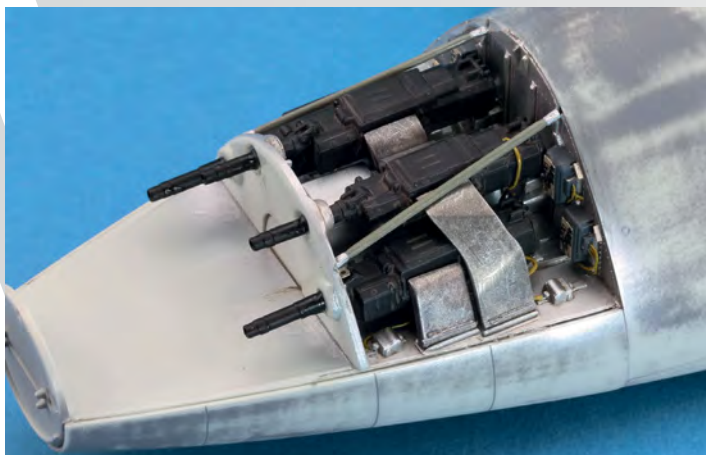
▲ There was a choice of a ledge at the front edge, or this gap along the sides when it came to fitting the windscreen. The gap was easier to fix, so that was the route taken. It was realised too late, though, that the edge of the armoured glass should have been painted.

particularly useful for this as they showed all angles clearly. Finishing the gun bay was the last part of major construction. It was planned to display the left side open, so construction and part clean-up was simplified accordingly. After painting the structure silver, the guns themselves were painted black, with the ammunition feeds in Mr. Metal Colour 213 Stainless.

When the time came to fit the panels to the closed side it was found they did not fit at all well, and the front part especially had quite a large gap. A cyanoacrylate/talc filler mix took care of this, but those wanting closed noses might want to consider omitting all internal detail, as initial trial-fits of the area had been promising. With that being the last of the ☺

“Surface detail on the major parts was impressive”

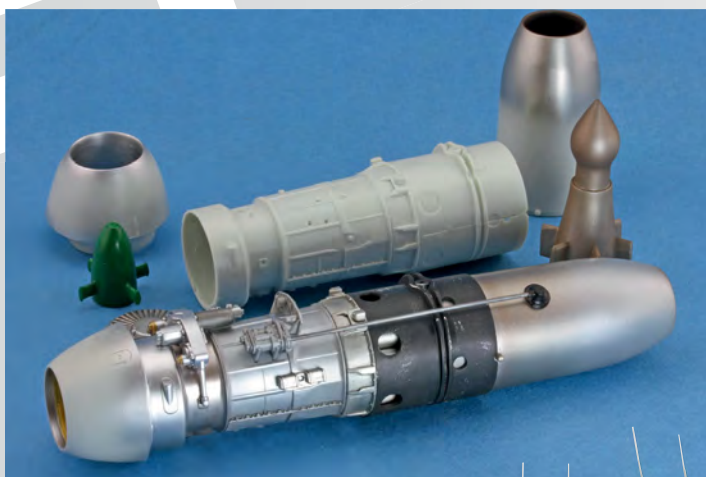




▲ Simplified wiring was added to the gun bay; even a tiny amount of extra detail can enliven a section of a model dramatically.



▲ Oh dear. This was the result despite fettling...rather large gaps. Filling this kind of space is no great drama with CA and talc, but it does still demand extra work.



▲ The engines as supplied by Revell were reasonably good, and in the background is the stock version. Silver colours came courtesy of Alclad and AK Interactive Super Metal Colours.

detailed building it was time to marry all major components. Doing so had been left until this juncture to keep the size of the model more manageable. Fitting the wings followed the trends set by the rest of the kit, where the parts mated not quite perfectly, with a modicum of remedial action being required on all joins. Once the wings were cleaned up it was time to add the engines and, echoing the nose panels, nothing wanted to fit at all. Much trimming and shimming was necessary, but even with that effort expended, plenty of filling and sanding was still required.

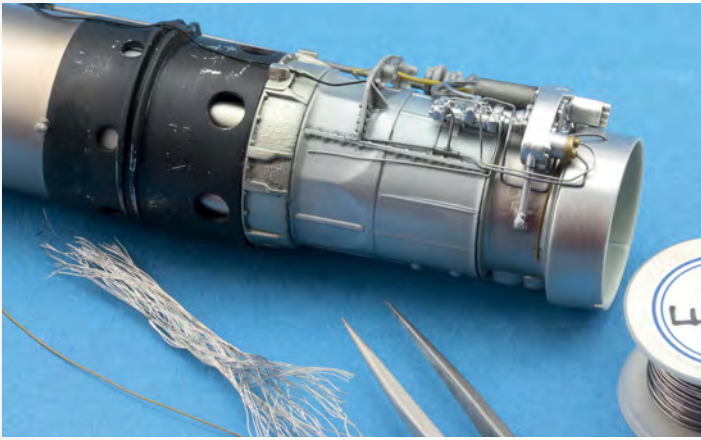
Mastery of mottling

Since the next task was to start painting, masking had to be tackled first. It was fortuitous that RB Productions had sent us a mask set, since the frames on the Revell canopies were extremely indistinct. The open engine, gun bay and cockpit apertures were masked with tape, paper, Blu Tack and masking fluid to suit each particular area of application. Adding a base layer of RLM 76 was carried out with Mr Paint MRP-66, and several coats were built to achieve opacity across the upper surfaces. Following my usual method, dark shading was employed to highlight surface features and began

Model Spec

Messerschmitt
Me 262 B-1/ U-1
Nightfighter
By: Revell
Stock code: 04995
Scale: 1/32
Price: £39.99
Available from:
www.revell.de/en

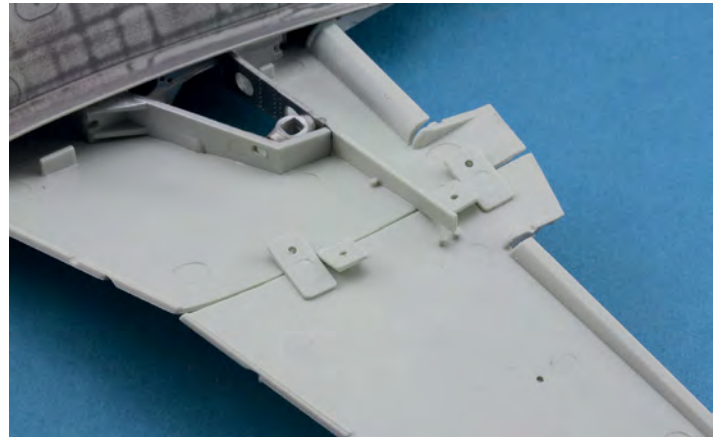




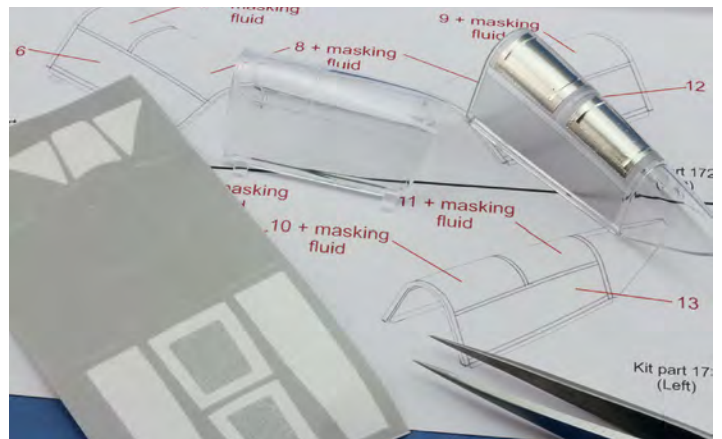
▲ Wiring and pipework on the display engine was replicated by lead wire, in accordance with Kagero's reference book. As in the gun bay, this was somewhat simplified but added to the illusion of complexity.

to impart a slightly grubby appearance around hatches and high footfall areas. This was supported by light shading, in both cases tinting the base colour slightly, to highlight and initiate faded effects. Bearing in mind the mottling to come, this stage could, if desired, be left quite coarse in terms of colour gradient. My preference tends towards the subtle though, so a light coat of the original hue was used to blend the effects. Mottling was to be applied via RLM 75, for which Mr. Color H69 was selected, but references were consulted before any painting took place. The decision had been made to use aftermarket decals from

EagleCals, and this sheet's accompanying (and beautifully drawn) artwork had one major flaw...the right-hand side of the aircraft was not shown. Rather than make assumptions, a hunt was conducted on Google for photos of the subject being modelled. Two were found, helpfully one from each side and in combination with the decal drawings gave something to work to. Despite almost every other model or drawing this modeller has seen of the scheme in question, I could see no evidence in the photos of regularly shaped blotches of RLM 75; quite the opposite in fact. The real aircraft sported a widely varying application of the



▲ This interesting tab-and-pin arrangement was a sturdy solution to what could have been a very weak joint. It was also hidden under the engine nacelle, so no clean-up was required.



▲ In use, RB Productions' mask set was excellent. All the masks fitted and conformed well, and stayed put once in position. Rather than use liquid mask, Bare-Metal Foil filled the spaces.



▲ Shading was carried out by adding a dash of black to the RLM 76, and then highlights were created by adding a little white. This was used to build an impression of depth.



► Mottling was added via Mr. Color H69 (RLM 75). This was a well-thinned mix sprayed at moderate pressure, but it was tricky to impart a sense of field-sprayed randomness.

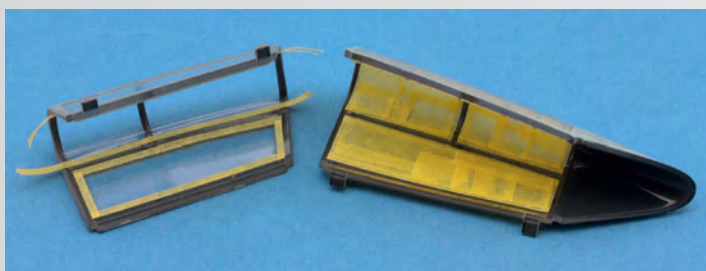




▲ Closely matching the available photo, note how the mottling varies from rather heavy at the nose and tail, to virtually invisible in the mid-section. Tamiya X-22 Clear protected this very fragile finish.



▼ Masking the inside of the canopies for paint was something the author had not done before. Thanks to the size of the parts it wasn't too difficult, and was certainly worth the effort.

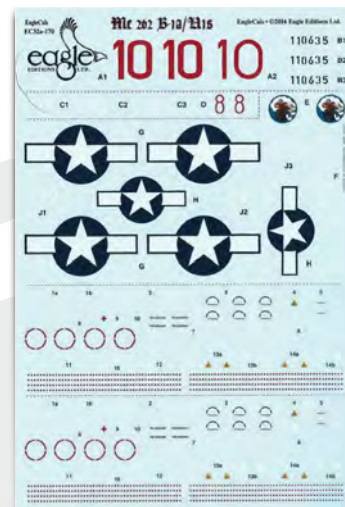


▲ Having first used filters to blend the finish and highlight the main panel lines, this much darker wash from AMMO MIG was used to delineate removable panels.

darker grey, hardly any in some areas, and an almost complete covering in others. Application was with an Iwata Custom Micron CM-C airbrush, and the paint was diluted with Mr. Color thinner. This work took considerable time, spread over a couple of sessions at the bench. Once happy with the mottling, a thin coat of X-22 Clear was sprayed over the camouflage. This was done to allow a second chance if a mistake was made when the black was added. Of course, it was much easier to paint the underside, for which XF-85 Rubber Black was chosen; X-22 was used after all the paintwork was completed, to provide a smooth finish for decaling.

Quality markings

EagleCals' #170 provided three schemes. Unlike many decal sheets, enough national markings for all liveries were provided, as well as two sets of stencils. Printed by Cartograf, in use they were every bit as good as one might expect given the manufacturers involved. A small amount of Mr. Mark Setter proved sufficient to allow the decals to adhere perfectly and settle into all the detail. After leaving the model to dry for a suitable length of time, another very thin coat of X-22 sealed and protected the decals...necessary, as enamel-based washes can sometimes eat into decals. Now ready for the ever-fascinating weathering phase, it had already been decided after viewing reference photos to keep it light. Even in post-capture images with added RAF



▲ EagleCals' #170 offered markings for three aircraft. Red 10 (as modelled) from NJG 11, Red 8, also of NJG 11 and a captured aircraft flown by the US unit 'Watson's Whizzers'.

markings, the aircraft looked clean and in good order, apart from obvious chipping on the drop tanks. The panel lines were so fine on this model that a standard wash would have had trouble staying in them, so a layer of brown filter was painted onto the whole upper surface. Once dried, it was gently buffed away with a soft cloth, but the effect was perhaps a little too subtle. A darker filter was selected and the process repeated, which left a finish closer to that intended. A dark grime wash was then chosen, and applied sparingly into engraved lines that represented opening panels. The same material was also added to selected areas and rubbed into the paint surface with a cotton bud, to leave a slight stain; darkening the surface slightly for subtle dirty marks. Once happy with all the



▲ Comparing kit wheels (right) with the resin items shows Revell did a worthy job with its styrene. Even so, the resin wheels exhibited finer detail and more consistent tyre tread.

“The model is very accurate with subtleties of form”



effects, the whole model received two coats of XF-86 Flat Clear to dull the finish.

While all this was going on, similar work was carried out on the suite of smaller parts lining up to finish the model. Separated into trays of each colour required, they were painted alongside the rest of the model where possible. Weathering also followed suit to maintain continuity of finish across all areas.

Final assembly was simple and without any unexpected surprises. Some mounting holes needed a little enlarging, but since all parts had previously been test-fitted, no late frustrations were

encountered. Extreme caution was necessary when it came to fitting the brass and resin aerial array to the nose, though. Both media allow added finesse over their plastic equivalents, but perhaps counterintuitively, they were more fragile due to their scale fidelity.

Summarising the Swallow

It would probably be fair to describe my expectations of this kit as high. Previous recent experience of Revell's larger-scale offerings has been positive, and it certainly looked the part in the box. In some respects, the actual build was less than I'd hoped

for; the poor quality of some of the moulding caused a great deal of extra preparation work, and there really was no helping the fit of the nose or the engines... which was, frankly, disappointing. I feel the positives outweigh this, though. Detail throughout is excellent, at least as good as, and mostly better than the main competitor from Trumpeter. As well as this, the model is very accurate with subtleties of form, which have not been seen on any previous kit. All of this for under £40 makes it a truly tempting proposition for any reasonably experienced modeller with a penchant for the type. ✚

References

Messerschmitt Me 262 Schwalbe, by Marek J Murawski, Marek Rys (Kagero), ISBN: 978-83-65437-45-7

Messerschmitt Me 262 Two-seat variants, by Malcolm V Lowe (4+), ISBN: 978-80-86637-08-2



▲ RB Productions' radar aerial and pitot set was superb. The latter item was sharp enough to stab oneself with if not careful!



▲ It's difficult to convey the subtleties of black in photographs. Since the model would be hard to photograph inverted once the radar was on, it's shown here at an earlier stage.



Ian Hartup
converts Revell's
Mini Cooper to
create a unique
1960s racing
version

Yes...there really was a twin-engined Mini, and it must have seemed such a good idea at the time!

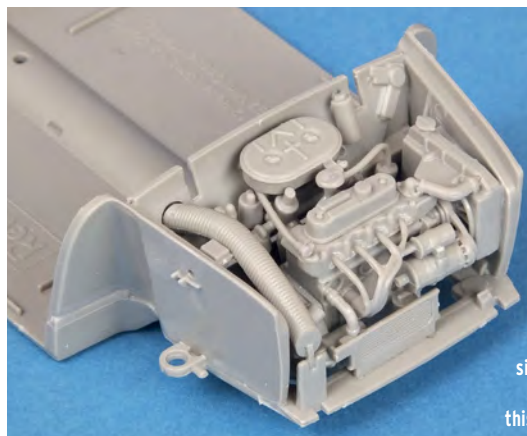
Developed in 1963 by Downton Engineering, to compete in the 1963 Targa Florio race, the 'Twini' was one of those odd little projects so beloved of British Motorsports manufacturers. The vehicle was converted by mounting the entire powerplant of a second Mini over the rear axle of the principle car. By doing so, Downton created a 2000cc machine with the weight signature of a single Mini. A very complex transmission allowed the driver to use the standard gearshift and clutch and,

TARGA TERRIER



▲ Considerable research (and careful study of reference photos) led to the basic shapes of the vents being marked out on the body shell with permanent marker.

► Revell provided a comprehensive and very effective engine. Although it was not going to be seen, it was assembled regardless.



The firewall and engine assembly fitted to the floor in a simple and tidy manner; the mating of parts to this point was exemplary.



▲ With the suspension parts added to the floor, a test-fit with the body ensured the right height would be achieved... and allowed the grille and bumper fit to be finessed.

▼ Comparison with reference images showed the shape of the passenger-side vents, as drawn previously, was too small...so a revised outline was marked with Tamiya Masking Tape for Curves.





▲▼ The outline was then chain-drilled to enable the opening to be carved out in one go. Fine side-cutters were used to trim the waste material from the void, but extra care was required to protect the wheel arch from damage.



although this added weight, it proved effective. Unfortunately, issues with overheating and the fact that the car tended to scrub the tyres at a prodigious rate meant it was not a success in the race. In the event itself, the car retired at around the halfway point with a chronically overheating engine. Once recovered to the UK it appears to have been scrapped very quickly; an ignominious end to a glorious dream.

Everything has a beginning

The idea behind building this model grew from references to the real car in various books

MODEL SPEC	
Mini Cooper	
By:	Revell
Stock Code:	07092
Scale:	1/24
Price:	Around £16
Available from: Revell Stockists	



▲ A new No.10a blade, a variety of metal files and sanding sticks were employed to refine the opening.

▼ The driver's-side intake was similarly outlined and cut out. Note the vents were asymmetric...the driver's side being an intake, and the passenger side an outlet.



the Twini. In fact, none of the available mini kits include the correct grille and wheels in one box for this car...something that became apparent quite late in construction. Having selected the nearest items to those in profile images of the car (from the limited selection available), they were printed and scaled to match the kit bodywork. These images were then used to create an outline for the intake and

vents on the plastic around the rear of the car.

The chassis and engine were constructed quickly to provide an alignment test for the body vents. Revell provide a well-detailed and easy-to-assemble powerplant for its Mini kit; the engine bay walls and firewall were well appointed and fitted easily to the chassis floor. As none of this was to be seen in the finished model, it was given a



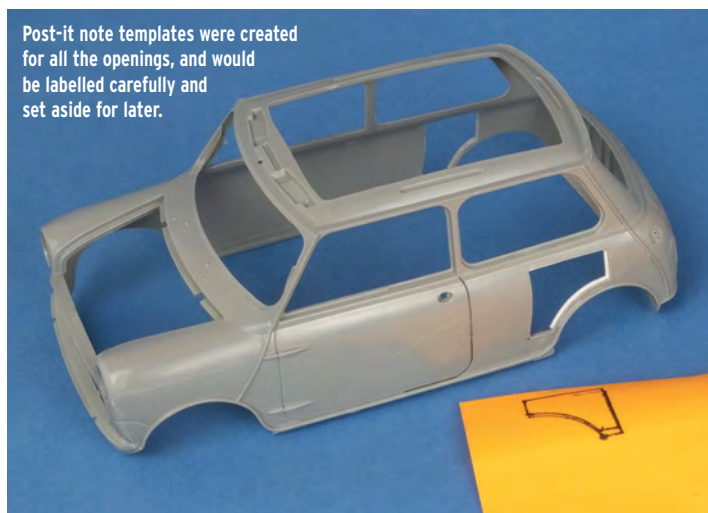


▲ The vents in the tailgate were trickier to judge. There are very few clear images of this area, so a certain amount of educated guesswork was required.



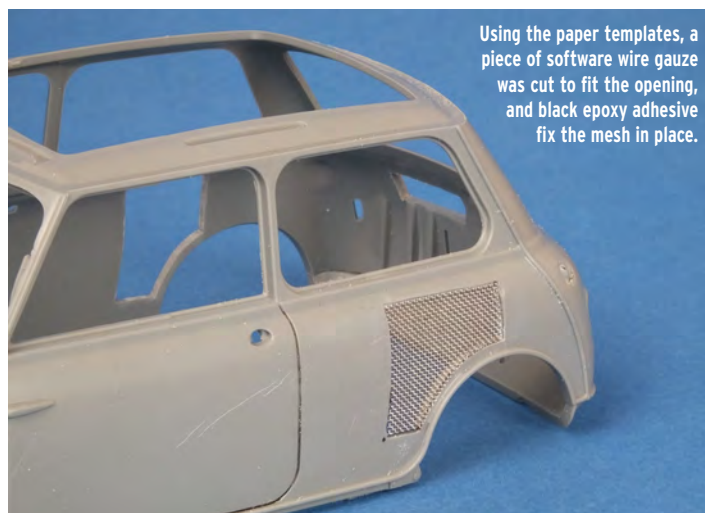
▲ The edges of the passenger side opening were lined with thin plastic strips to provide a ledge for the mesh to butt against. These strips were added oversize and then trimmed later.

Post-it note templates were created for all the openings, and would be labelled carefully and set aside for later.



simple coat of black primer. Vent outlines were marked with Tamiya flexible masking tape and then scribed on the plastic,

before a mini-drill created a chain of holes just inside the scribed line. Once the entire outline had been delineated, a



Using the paper templates, a piece of software wire gauze was cut to fit the opening, and black epoxy adhesive fix the mesh in place.

pair of fine plastic cutters was used to remove waste material. Various files and sanding sticks were used to tidy the edges,

ensuring everything was square, although the wheel arch section was fragile, so extra care was necessary to ensure this wasn't damaged. Once both side vents had been made, attention turned to those on the rear engine cover, and these were tricky to outline as there is no clear image showing them. Consensus is that they were two rectangular mesh-covered openings, and on this basis, they were drawn on the model and cut out.

Scratch-building fun

Paper templates for the various mesh sections were manufactured from Post-it notes and these were labelled clearly and set aside for later. To give the mesh on the passenger side and engine cover outlets something to sit against, the edges of the openings were lined with thin plastic strip. This was applied oversize and then sanded to a neater finish. Once this was completed, the flange visible on the passenger side (in images of the real car) was



created by applying plastic strip and then sanding it to scale depth. The mesh itself was woven metal gauze from an automotive retailer; intended originally for straining paint, it was flexible and easy to cut. Once sized correctly, this was fixed in place with black two-part epoxy adhesive.

Laminating thin and thick plastic card, and then sanding and carving these to shape, created intake and outlet covers. The cover on the driver's side was easy to match to images, but that on the passenger side proved elusive...and in honesty it's unlikely the version on the model is entirely correct. But it would be difficult to disprove as so very few images are available. With the vent covers and mesh in place, the wheel arch extensions (fitted in Sicily), were created. This was easier than expected, in that pieces of thin plastic strip were curved and glued into the wheel arches, followed by thicker section applied over the top and



butting to the kit arch trims. Once dried, these pieces were carved and sanded to shape and the mounting pieces pared as thinly as possible, to avoid them

fouling the wheels later. The two remaining sections of intake and outlet mesh were fashioned from plastic rod and offcuts from a Tiger tank kit.

Paint prep

The body shell was sanded all over and given a coat of acrylic grey primer, and the finish was buffed with Micro-mesh before ▶



▲ Reference photos showed a thin metal flange around the edges of the mesh. To replicate this, plastic strip was fixed in place and then sanded to scale depth.



▲ The driver's side intake vent was fabricated from thick plastic card, sanded and carved. Reference images showed a piece of metal sheet scabbed onto the rear wing behind the intake. This possibly covered an area of damage or a reshaped opening, and thin plastic card represented it on the model.



▲▼ The Twini was fitted with wheel arch extensions during its development, and pieces of plastic strip represented these on the model. A thin mounting strip was added inside the arch, before a second piece was applied over the top. Once dry they were cut and sanded to shape.





three light coats of Zero Paints' BLGN 37 Almond Green basecoat were applied over the top. As the period finish for this car

would not have been as shiny as on modern vehicles, it was decided to utilise a less glossy sheen. To that end, Vallejo gloss

acrylic varnish was airbrushed over the base colour. Once dry the decals could be applied, but clearly there were never going to

be proprietary transfers for this vehicle. Luckily, a friend has an Alps printer and this was utilised to create a set of decals...but masks could just as easily be cut from tape or paper. It is notable that the registration plates, front and rear, used different fonts and this is reflected in the model, along with the difficult-to-locate Austin bonnet badge.

The interior of the Twini appears to have been based entirely on that of the road-going vehicle, and the rear engine cover even looked to contain parts of the rear seat. A selection of plastic card pieces and strip were used to create the sliding panel sections, and this was engineered to fit into the kit interior. References suggest the car retained its standard seats and colour scheme, and this was duly applied via a selection of Vallejo shades. The stock kit



▲ On the passenger-side, the opening started off as a flat mesh-covered panel, then later had the shaped vent added. Again, layered plastic card was employed to create the fairing. The different mesh used on this section was fashioned from an offcut of photo-etched metal grille from a Tiger tank kit.



▲ The re-assessed fuel filler position was created on the passenger side rear quarter, with the filler cap modified from a spare part in the kit.



▲ The chip and stone guard on the driver's side intake was scratch-built from thin plastic rod...and many suitable expletives!



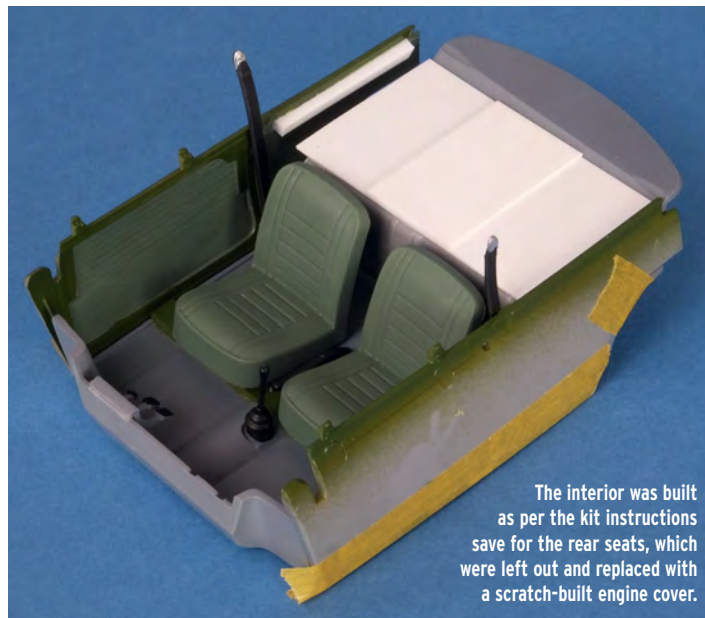
▼ Zero Paints' excellent BMC Almond Green was applied to the model over a simple coat of acrylic grey primer.



▲ As the real vehicle was not particularly lustrous, Vallejo acrylic gloss varnish was deemed a suitable choice. This provided a suitably muted shine, representative of the period.



▲ As no proprietary decal sheet exists for this car, home-printed markings were created courtesy of a friend's Alps printer. Another method would be to use paper or tape masks.



The interior was built as per the kit instructions save for the rear seats, which were left out and replaced with a scratch-built engine cover.



▲ Bare Metal foil was used to represent the chrome edges and trims on the body...again entirely appropriate for period.

MATERIALS AT A GLANCE

Alclad

- Grey, Black and White Primers
- Various metallic shades

Mr. Hobby

- Mr. Hobby various colours
- Mr. Cement S
- Mr. Cement Deluxe
- Mr. Colour H92 Satin Black
- Mr. Color Leveling Thinner

Revell

- Aqua Color, various shades (for detail painting)

Tamiya

- Masking tape (various widths)

Zero Paints

- BMC Almond Green (www.hiroboy.com)

Vallejo

- Gloss Acrylic Varnish

Gaia Color

- Dark and Light Stainless Steel (1001 & 1002)

www.hobbyeasy.com

Games Workshop

- Citadel Washes various colours

steering wheel was well moulded and, with careful painting, was most satisfactory.

A set of fresh images of the real car were located at this point, and these clearly showed the vehicle was equipped with Mini light steel wheels and not the chrome-finished items provided in Revell's kit. Luckily, the author had the Monte Carlo 1964 version of this tooling, and this contained the correct wheels and tyres.

It was a simple task to switch them, the wheels being painted in a cream colour reflective of the colour images available from the period. Chrome trim along the sill line was added from Bare-Metal foil, as were those on the window surrounds. It was then a simple task of adding all the various detail components to complete the model. The array of chromed pieces and lights had all been pre-assembled and

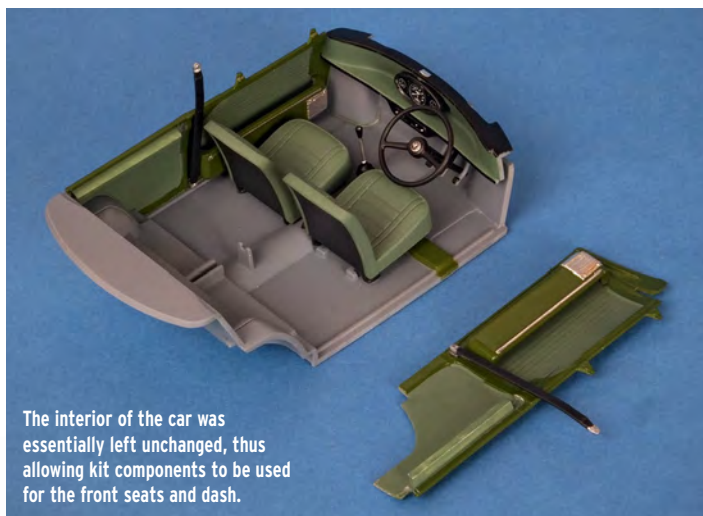


▲ The rear light clusters had been painted and assembled off the model and were added at this point.





▲ At this point it became apparent that the chromed wheels provided in the road version of Revell's Mini were not correct for this car. Thankfully, the wheels in the 1964 Monte Carlo Rally issue were, and these replaced the kit offerings.



The interior of the car was essentially left unchanged, thus allowing kit components to be used for the front seats and dash.



painted, and were applied over a single evening.

Correct decision

The choice of Revell's kit as the basis for this conversion was undoubtedly sound. Tamiya's Mini does not contain the correct grilles or wheels for this car, although they may have a slightly better outline. The Revell product is distinctly suspect in shape around the rear windows, but this could be overlooked by all but the fussiest of modellers. All in all, this process allowed the author to create a model of a unique subject, which has not failed to create conversation wherever it's been shown.

AMW



This useful period photo shows the Twini's driver's side air intake and rear engine cover mesh grilles to good effect. (© Cahier Archive)

The Battle of Britain Memorial Flight is commemorating its 60th anniversary in 2017 and, as part of the celebrations, an exciting new book has been produced in association with the RAF



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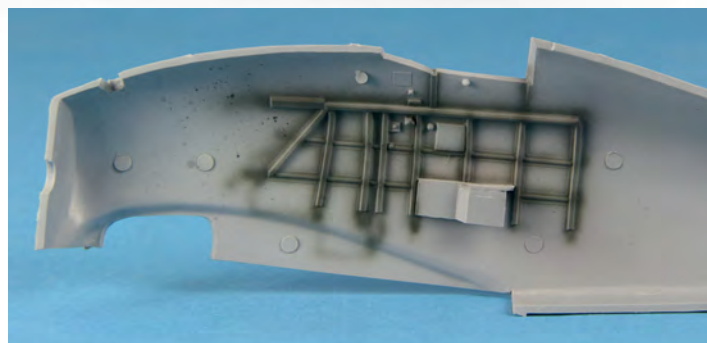
NORDIC ARROW

In April this year, *Airfix Model World* sadly lost a great contributor in **Jan Maes**, who died of cancer. In tribute, we publish his final build for *AMW*

Fiat's G.50 Freccia (arrow) came second to the Aermacchi C.200 in a 1937 competition organised by the Regia Aeronautica, to find a new standard fighter.

It became Italy's first production single-seat all-metal monoplane, with an enclosed cockpit and retractable undercarriage. Power came from a single Fiat A.74 RC38 14-cylinder air-cooled radial engine, driving a constant speed three-bladed propeller. Armament consisted of two 12.7mm Breda-SAFAT machine guns with 300 rounds each, synchronised to fire through the propeller. The type's baptism of fire was during the

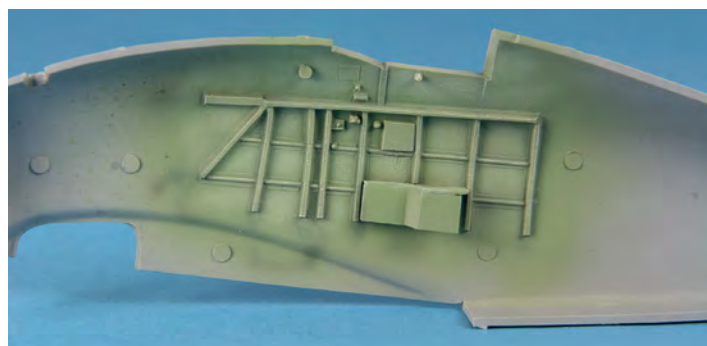
Spanish Civil War, which prompted modifications mainly to the undercarriage and canopy. A total of 58 aircraft were produced for export, 35 of which were delivered to Finland where it served successfully in two wars against the Soviet Union, the Winter War of 1939-40 and later during the Continuation War (1941-44). When the Italian fighters arrived in early 1940, they were too late to affect the course of that year's winter battles, but most were soon sent to the front where the Fiat pilots found themselves involved in heavy fighting over the Bay of Vyborg. During this conflict the Finnish pilots shot



▲ Green pre-shading was applied before painting the cockpit sidewall area, to create a shadow effect.

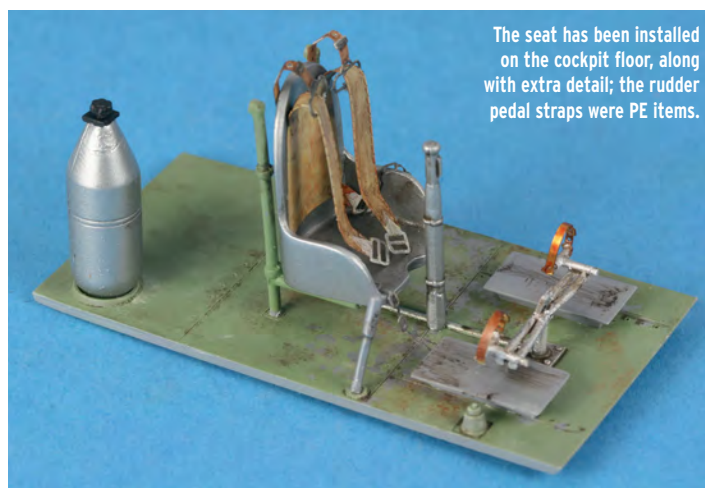
◀ Special Hobby provided PE parts, mainly to refine the cockpit detail. Unfortunately, not much can be seen on the finished model.

▼ The cockpit interior colour has been applied, followed by highlights to heighten the contrast.





▲ Cockpit sidewalls were picked out with brush-applied acrylics, but this was supported by the addition of PE details.



The seat has been installed on the cockpit floor, along with extra detail; the rudder pedal straps were PE items.



▲ Building the seat and harness was tricky, as the instructions were no great help and the belts were somewhat unconventional.

MODEL SPEC

Fiat G.50-II Finnish Aces

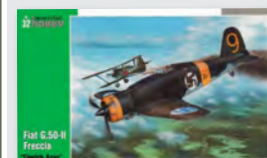
By: Special Hobby

Stock Code: SH32044

Scale: 1/32

Price: €42.30

Available from: www.cmkkits.com



FINLAND ALL

The kit offered five liveries for Finnish Air Force aircraft. Decal quality was excellent all round:

- 3614/Yellow 9, LLv26, Malmi air base
- 3614/Yellow 1
- 4743/Blue 6, LLv 26
- 4743/White 5, LLv26
- 4738, 3/LeLv26, Immola air base



down 13 attackers for the loss of just one aircraft. Even though Finland declared its neutrality, it continued to be attacked by Soviet bombers, but Fiat pilots scored well against a strengthening enemy with more powerful aircraft, mainly due to the G.50's manoeuvrability. However, the Finnish Fiat became obsolete and by 1944 the remaining heavily worn machines were transferred

to training units, shortly before the Finnish surrender.

Mixed media

Special Hobby's package provided four main runners in grey plastic, another in clear styrene, a collection of resin detail parts, a photo-etched (PE) metal fret and decals. This was a limited-run injection-moulded kit, therefore attachment points

were chunkier than those offered by more mainstream providers; there were no locating pins on the main airframe parts to assist with alignment, so more care would be needed during assembly. The plastic was well moulded, with crisp surface detail and no noticeable moulding flaws, although the surface of the parts displayed a subtle



but noticeable texture, mainly on the larger surfaces. This was removed with sanding sponges, taking care not to destroy the fine surface detail. Clear parts consisted of the windscreen with integral side panels, and landing lights. The canopy could have been thinner, but on the other hand it was admirably clear and free from distortion. No plastic parts were provided for the engine...it was to be constructed entirely from resin parts, these being cast beautifully, with excellent detail. A small PE fret with additional cockpit items, and a small acetate sheet for the gunsight, rounded off the

"THE PLASTIC WAS WELL MOULDED, WITH CRISP SURFACE DETAIL"



▲ Assembly of the instrument panel parts was challenging due to the total lack of attachment points.



▲ Installing the cockpit floor required educated guesswork, as there were no obvious locating points in the kit.



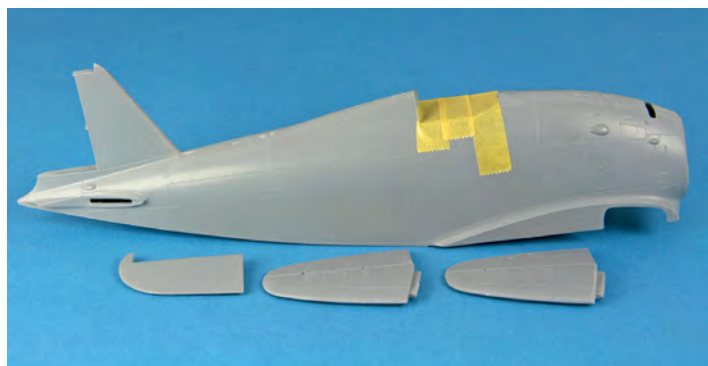
The 'office' looked superb once fitted...it was a pity little of it would be visible on the completed model.

inventory. Markings were provided for five aircraft flown by Finnish aces.

At first sight the decals looked splendid, with good colour density and register, and with minimal carrier film. The instruction booklet was a folded A5 affair printed in black and white, with exploded assembly drawings in a numbered sequence; text was Czech and English, translated oddly in places and printed in a minuscule font. Colour references quoted Mr. Hobby shades and the painting guide was sometimes hard to interpret because of the greyscale drawings. The layout was quite busy and careful study of the plans would pay dividends later, as some of the exploded diagrams were not immediately obvious. One point this modeller missed (until after the build was finished) was the last page contained a link to a web page with colour views for all five schemes and the build instructions. It's worth studying these online as the quality is so much better than on the printed booklet.

Let's go!

The instructions suggested the build should start with the cockpit and fuselage, and that the engine should be built at Stage 12. Various online forums, though, suggested major fit issues



▲ Closing the fuselage proved to be a trivial affair, with just a few minor joins to fill and neaten...



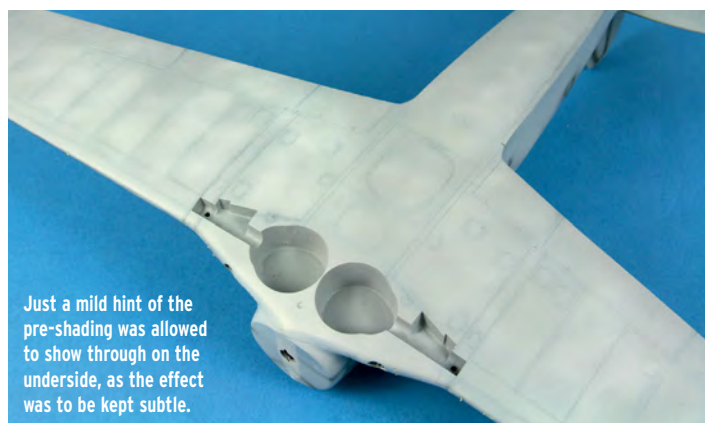
...but the same could not be said of the lower wing, which had a large step where it met the bottom of the fuselage.

between the completed engine, cowlings and fuselage. It would be easier to adjust the firewall early on because of its hidden end, so therefore it was decided to start with the powerplant. All engine parts needed careful removal from their casting blocks; not too onerous, but care was required as some of the detail was very fine and prone to damage. After plenty of razor-saw work, the result was 32 resin parts and a well-cast single-piece crankcase.

All components received Alclad Grey Primer & Micro Filler, which sprayed beautifully without the need for thinning. The crankcase then got a coat of Xtracrylix XA1006 RAF Ocean Grey, while the cylinders were airbrushed with Alclad ALC-101 Aluminium, and the inlets Tamiya X-10 Gun Metal. Assembly was easy due to the excellent fit, but no valve pushrods were provided and, as much of the engine would remain in full view, these were made from pieces of



▲ The whole airframe was primed and polished to provide a smooth surface for painting. Pre-shading was then applied over an aluminium undercoat, used for subsequent weathering.



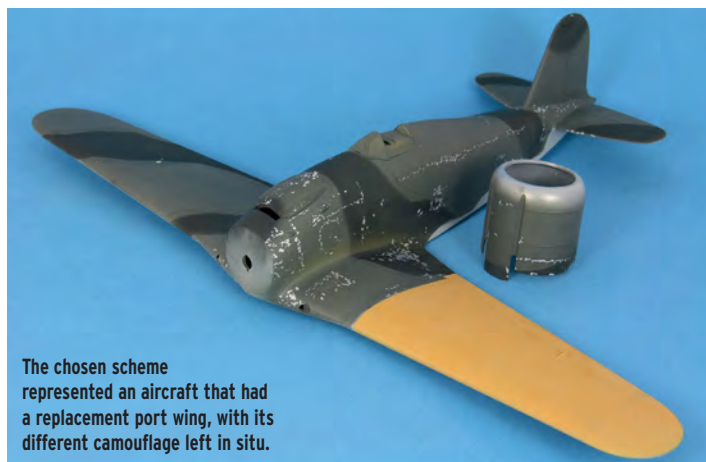
Just a mild hint of the pre-shading was allowed to show through on the underside, as the effect was to be kept subtle.

Albion Alloys brass tubing painted satin black. The engine build was completed with the addition of ignition cabling made from thin lead wire, then the whole unit received a Winsor & Newton Sepia and Lamp Black oil wash to create contrast and highlight the detail.

The fuselage build started by pre-shading the halves, followed by a layer of cockpit green, an oil wash to create depth and appropriate

highlighting. Colours were exaggerated somewhat because, ultimately, very little of the cockpit would be visible. Details were added by brush painting with Vallejo acrylics and the addition of PE parts (mainly levers and placards), while the seat was sprayed aluminium before it had a Sepia wash. The instructions were confusing regarding the seatbelts, which were complicated and unlike any traditional harness layout, but in the end, Internet photos





The chosen scheme represented an aircraft that had a replacement port wing, with its different camouflage left in situ.



All previously applied masking fluid has been rubbed off, leaving bare metal to emulate worn paint.

came to the rescue for reference. After coating with Mr. Metal Primer they were painted a linen shade and weathered with oils for a used and worn look, before attachment to the seat. The latter was then added to the cockpit

floor after creating scuff marks where the pilot's feet would have been, and dirt stains with Paynes Grey and Burnt Umber oils.

The instrument panel comprised two parts (with raised detail) that needed to be glued together at an odd angle and added to the cockpit, but neither of these or the sidewall had any tabs or reference guides. Therefore, the resulting position simply demanded

guesswork. Special Hobby's panel detail stood out perfectly after dry-brushing with white oil paint, and the addition of PE details; this led to the most complex part of the build. The instructions pointed vaguely at where the cockpit floor and seat needed to sit, but neither of the sidewalls had any tabs/lips to accept the floor. In the end, it was simply fitted in the most likely position and secured with

slow-setting cyanoacrylate. The fuselage was then closed around the cockpit and this operation was surprisingly trouble free, with very few joins to neaten. However, once the glue had dried, it was noted the firewall was not flat but V-shaped, with approximately 5 degrees between the two sides and not vertical... surely the cause of certain fit issues mentioned by other

"THE BROWN AND GREEN MOTTLE WAS APPLIED FREEHAND"



◀ Separate blades and a spinner formed the propeller unit, but there was little on offer for alignment purposes.





▲ The brown and green mottle was applied freehand. Note the hard-edged camouflage in contrast with what the box art suggests.



builders. A coarse sander was used to flatten the firewall, all the time checking engine alignment to ensure that this, fuselage and cowl geometry would be correct. This process was not difficult, but long-winded, as a considerable amount of material needed to be removed, and checking geometry of three parts without location tabs was difficult for someone with just two hands! The next step involved adding the full-span bottom wing and here, a large step between the leading edge and the fuselage bottom had to be removed. Upper wing halves were then added, with just a small gap to be filled at the wing roots.

Painting time

The whole airframe was polished and received primer,

which in turn was polished with Micro-mesh cloth to provide a smooth surface for the top coats. As the paint on the chosen aircraft was fairly worn, the fuselage and wing roots were treated to Alclad ALC-101 Aluminium. Panel lines were pre-shaded with XF-59 NATO Black and small spots of masking fluid were applied with a sponge. The chosen camouflage was black and olive green over grey undersides, which was attained by first airbrushing the whole aircraft (minus its left wing) in Lifecolor UA502 RLM 71. NATO Black was then applied freehand.

The left wing on the chosen aircraft seemed to originate from a different airframe and was therefore base-coated in Lifecolor UA019 Sand, with a mottle pattern of Humbrol 186 Brown and 78 Cockpit Green applied freehand. Tamiya X-22 Clear provided the gloss coat in preparation for the decals and these went on without trouble, helped a little with Micro Set and Sol. Finally, the masking fluid was rubbed off to leave behind a worn paint finish. The model then received two very thin coats of satin varnish to dull the surface and provide a good base for weathering. Paint was then weathered further with a combination of white and Naples Yellow Hue oil washes, together with a variety of pastels rubbed into the upper surface for a bleached appearance.

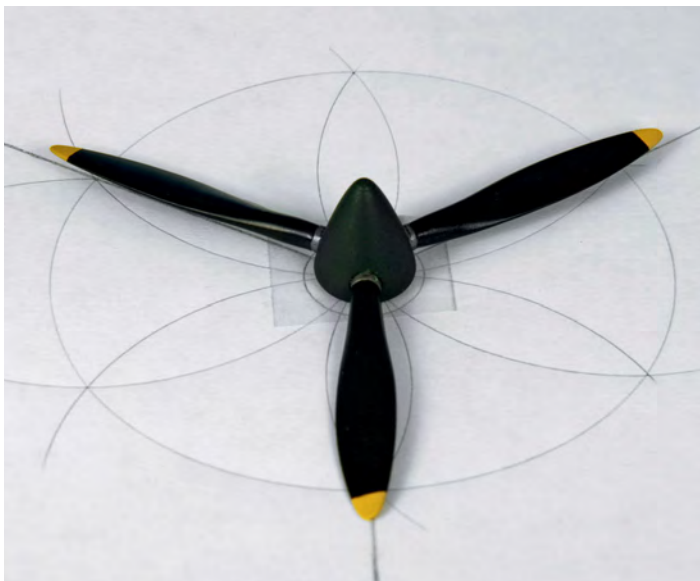
The propeller came as a hub and three blades, with very little in terms of attachment points, so to arrive at the correct geometry/pitch, a template was drawn on paper with pieces of Blu Tack to hold everything in place while the glue dried. Building the undercarriage

POWERPLANT DETAIL

The kit provided no plastic parts with which to build a basic version of the engine...resin was the only option (1). However, this wasn't difficult as the parts were removed easily from their casting blocks (2) and fitted correctly without the need for adjustment. The only extra details were the addition of valve push rods from pieces of brass tubing (3), and ignition wiring fashioned from lead wire (4).



▼ A paper template was drawn to ensure correct propeller geometry and blade pitch.



▼ Getting the correct engine position on the firewall was the most complex part of the build, and required small adjustments.



▼ The undercarriage looked very convincing once painted and weathered, and was ready to be installed.



was straightforward though, just requiring a little care when painting the wheels because the hubs and tyres were single-piece units. The locating holes in the bottom wing needed to be drilled, as they were seriously undersized to receive the landing gear legs. Assembly of the engine and cowling threw up one more problem in that the exhaust pipes wouldn't fit under the

cowling. Rather than embarking on an endless sanding session, about a centimetre each side was removed and glued to the back of the engine, in such a way that the exhaust stubs would protrude realistically. The guns were well-cast resin items and, after a black base coat, they were rubbed with graphite from a pencil and installed in the gun channels on top of the forward fuselage. Two

▼ The engine exhausts did not fit under the cowl. In the end, the stubs were cut off and simply attached to the cowl from the outside.



▼ Note the splendid detail on the resin guns, once they'd been added to the channels on top of the fuselage.



▼ Nearly there now. Much of the engine remained visible on the finished model, even after the propeller was attached.



lengths of EZ-Line, between the top of the fin and each wing tip, represented the aerial and with that the model was finished.

Limited-run lovely

Special Hobby's Fiat builds into a pleasing replica of the beautiful Italian fighter. Limited-run and mixed-media kits have a reputation for being difficult, but this kit doesn't quite deserve that

criticism, because construction was mostly trouble-free for someone with basic experience of resin and PE. The only negative was the quality of the instruction booklet, but the online version of the manual and the painting guide negated that point. Italian World War Two aircraft have distinctive shapes and this G.50 is no exception; a great kit and lots of fun.



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INTO A PLEASING
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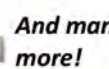
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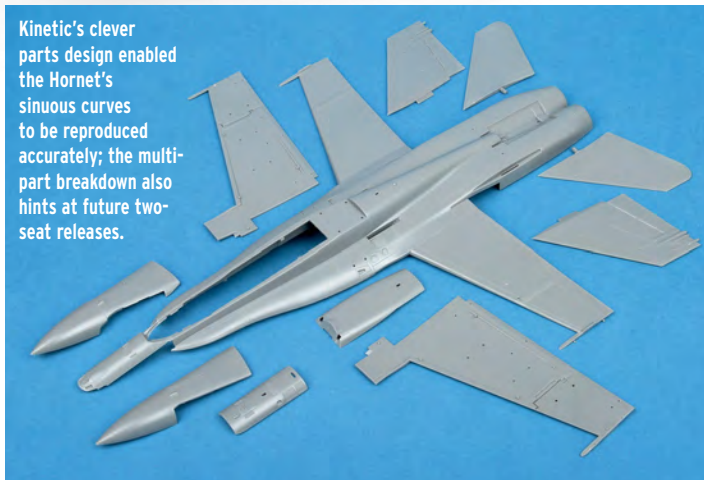
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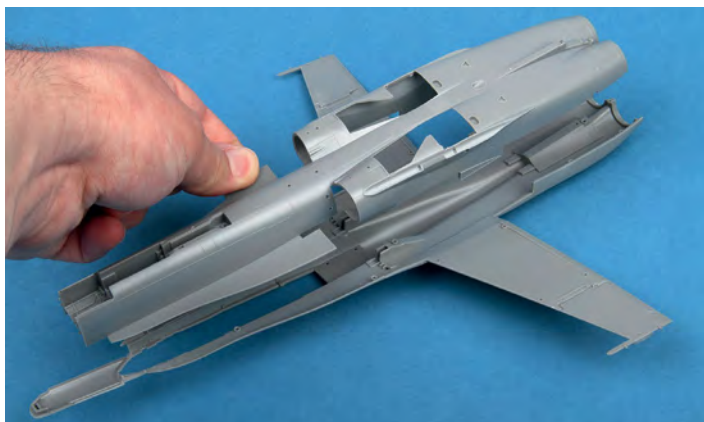


Chris Jones builds Kinetic's newly tooled 1/48 F/A-18C Hornet in a striking CAG Scheme

Kinetic's clever parts design enabled the Hornet's sinuous curves to be reproduced accurately; the multi-part breakdown also hints at future two-seat releases.



▼ A single-piece lower fuselage completed the Hornet airframe...this eliminated one of the main shortfalls of all other F/A-18 kits, notably the seam between front and rear sections.



Northrop's YF-17 Cobra was conceived under the auspices of the USAF Light Weight Fighter Programme, and competed unsuccessfully against the YF-16.

However, a new development avenue arose from Northrop's collaboration with McDonnell Douglas, ultimately producing the F/A-18 Hornet for the US Navy, where it's commonly known as the 'Bug' or 'Rhino'. The F/A designation was significant, as it denoted a multi-role platform, combining 'F' for fighter with 'A' for attack, and was intended to replace the single-role A-4 Skyhawk, A-7 Corsair and F-4 Phantom in the US Navy and Marine Corps.

Having entered service and proved its multi-role capabilities, it also assumed part of the heavy attack role when the A-6 Intruder was retired. With the advent of the evolutionary F/A-18E/F/G Super Hornet/Growler and demise of the F-14 Tomcat, virtually all fixed-wing US Naval combat aviation roles are now conducted by members of the Hornet family.

Perusing the plastic

As the 'Bug' is a deservedly popular modelling subject, Kinetic's

announcement of a new quarter-scale F/A-18 was greeted with much excitement. Besides the attractive curves and angles of the airframe, the Hornet is in world-wide service, and therefore offers a range of markings, weapon and weathering opportunities. However, this build would wear the Squadron Commander's colours of the US Navy's VFA-25 'Fist of the Fleet' (its logo depicts Zeus' fist holding a red lightning bolt). Since Carrier Air Group (CAG) birds are kept in better condition than regular airframes, it took considerable effort to resist the temptation to indulge in extensive weathering. There is another Hornet in the stash though, so maybe next time...

The quality of the moulding was apparent immediately, with petite runner gates and extremely fine recessed panel

lines. While the detailing was a sight to behold, it often seemed that such subtle recessed features could be 'lost' under repeated gloss coats before oil washes were

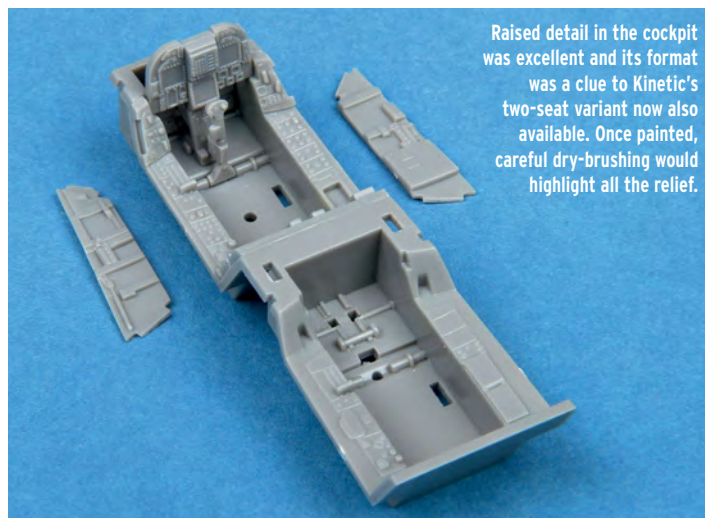


applied, which (despite holding back on the primer) came to pass later in the build. In terms of options, there were no fewer than four different parts for the nose underside, which houses various gun and avionics cooling vents (the style of these vents changed over time) and provision for the port-side spotlight (seen on several non-US Hornets). With choices of raised/lowered flaps and access ladder, wing-fold inserts (after relevant surgery), single/dual chaff/flare dispensers, cooling air spill vents, two styles of nosewheel well front door and four actuating rods for different canopy positions, there's plenty to keep modellers busy.

Zeus' punch

Beyond all this, there was full-length intake trunking (with compressor blades), photo-etched (PE) metal seatbelts for the ejection seat, a busy cockpit with quality raised detail for the consoles and instrument panel, and a host of stores. These included a pair each of AIM-120B/C AMRAAM and AIM-9M/X Sidewinders, along with GBU-12, CBU-87, AGM-88 and GBU-38 bombs and several targeting and countermeasures pods. It is worth remembering potential launcher/adaptor/store variations on Hornets are vast, especially considering its international service, so research is vital as there may be a need to resort to the aftermarket.

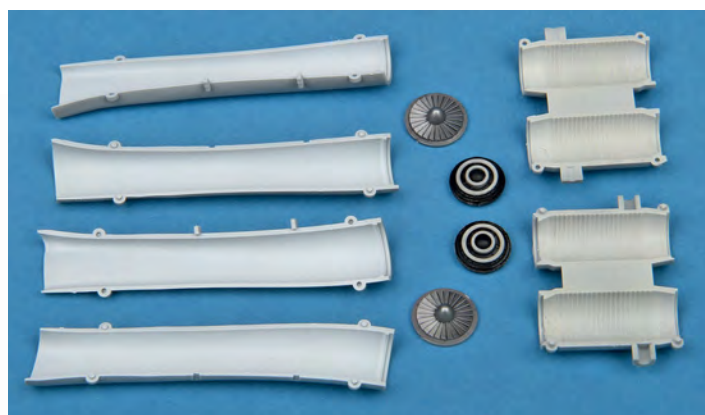
For example, it seemed that LAU-127 wing launch rails for AMRAAMs weren't present, which was overlooked by the author until right at the end of the build (rest assured, there are two such items, parts M6, although not ▶



Raised detail in the cockpit was excellent and its format was a clue to Kinetic's two-seat variant now also available. Once painted, careful dry-brushing would highlight all the relief.



Construction began by offering the lower wing halves to the upper fuselage/wing piece and securing them with Tamiya tape and clothes pegs, until the glue had dried.



▲ Both the full-length intakes and jet pipes had to be painted before assembly could proceed. Virtually nothing of these areas would be seen on the completed model, so no effort was made to neaten the inevitable seams.

MODEL SPEC

F/A-18C US Navy, Swiss Air Force, Finnish Air Force and Top Gun

By: Kinetic

Stock Code: K48031

Scale: 1/48

Price: £39.99

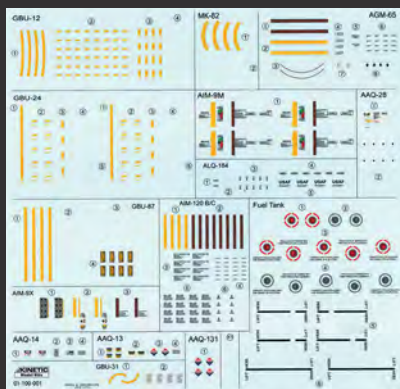
Available from: Lucky Model,
www.luckymodel.com



Bug Uniforms

Both Fighter Town and Cartograf have well-deserved reputations, so their collaboration on Kinetic's F/A-18 promised mouth-watering results. Seven options were supplied, all with sharp colour delineation and perfect register, with a wealth of weapon stencil decals:

- 164266/400, VFA-25 'Fist of the Fleet', CVW-17, USS Carl Vinson, 2011
- 164250/AJ/400, VFA-87 'Golden Warriors', CVW-8, USS George Bush, 2013
- 163746/33 'Russian Splendour', Naval Strike and Air Warfare Center, NAS Fallon, 2009
- 163754/20 'Sukhoi Blue', NSAWC, NAS Fallon, 2009
- 163750/014, Naval Aviation Warfighting Development Center, NAS Fallon, 2016
- J-5014/014, Fighter Wing 11, Payerne AB, Swiss Air Force, 2014
- HN-457 'Kreiv Von Rosen', Finnish Air Force, 2006



▲ A six-part ejection seat received PE belts, which were modified slightly, but the result appeared reasonable. The placards were supplied on the kit decal sheet.

mentioned in the instructions). Therefore, two AMRAAMs were built but just one was attached, and this was to the fuselage. Note the CBU-87s and countermeasures pods are not relevant to the F/A-18, but are a result of Kinetic's use of generic runners (shared with F-16 kits), but the Litening and Sniper targeting pods are applicable to US Marine Corps and Canadian aircraft respectively. On this occasion, a splendid resin AN/ASQ-228 ATFLIR sensor was sourced from Wolfpack (WP48041 - www.wolfpack-d.com), to replace the styrene AAS-38 NITE HAWK, and Eduard's GBU-12s (648155) were also obtained, as the separate part breakdown made painting much simpler. Finally, the kit's Fighter Town/Cartograf decals were stunning (see panel).

To build a bug

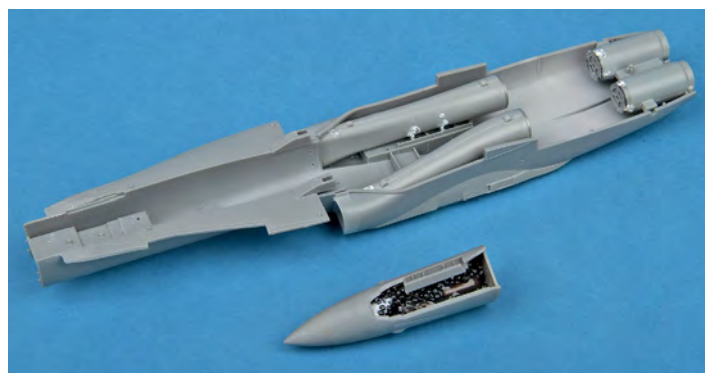
On this occasion, it was decided to start construction with something other than the cockpit, so the wing lower halves were attached to the one-piece upper fuselage/wing

combination. After trimming the wing-tip locating pins the fit was perfect, and attention turned to the main wheel wells, which were glued onto the lower fuselage. The intake splitter plates required a vaguely visible ejector pin mark to be filled and sanded, before these too were mated with the main body. To avoid unnecessary masking, the intake inserts (located in front of the full-length trunking) were painted with a

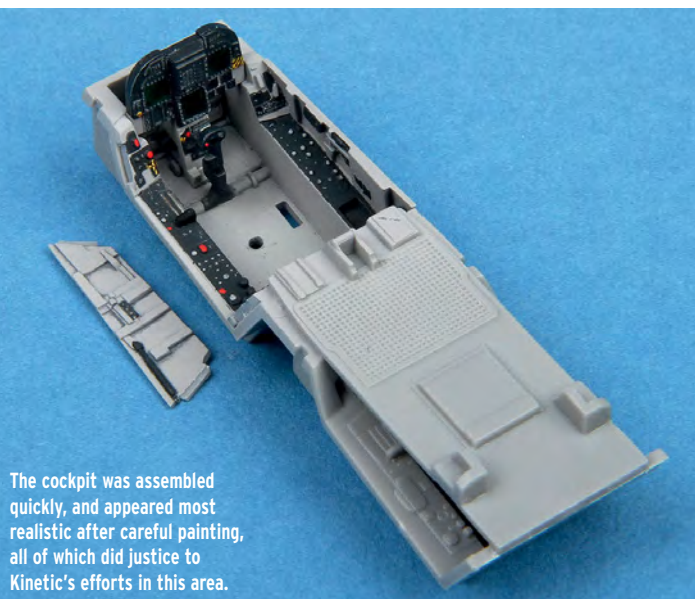


home-made mix of FS 36375 Light Compass Ghost Gray, comprising a 1:2 ratio of Tamiya XF-14 Sky Grey to white, before the trunking, compressor blades, jet pipes and flame holders were painted appropriately. There was a vertical split in the intakes, but as this area would not immediately be visible, no effort was made to eliminate the resulting seam.

Once these assemblies were together, it was time to tackle the nose. After checking references, selecting the appropriate cooling insert and drilling a relevant hole or two, the halves were joined. The external aerial blister fairings were left off, painted separately and attached at the end of the build, to avoid awkward masking issues. Next, the cockpit was assembled; this is in fact the tub for a D-version Hornet, but with



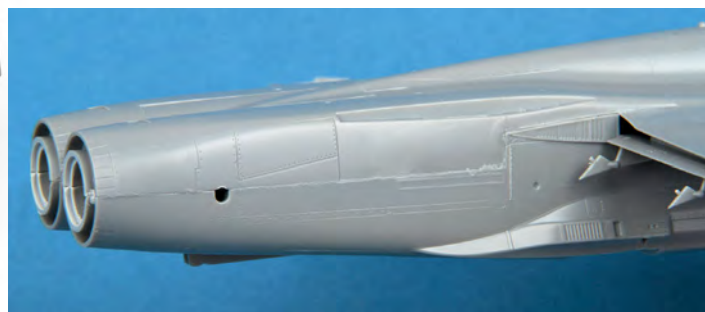
▲ With the jet pipes, mainwheel wells and intakes secured firmly, assembly could proceed after the addition of suitable nose weight...in this case, anglers' split shot.



The cockpit was assembled quickly, and appeared most realistic after careful painting, all of which did justice to Kinetic's efforts in this area.



"A SIX-PART
EJECTION
SEAT
RECEIVED
PE BELTS,
WHICH WERE
MODIFIED
SLIGHTLY"



▲ With minimal locating pins at the rear of the fuselage, aligning the large slab sides was challenging...this would take considerable sanding and re-scribing to address.

Step removal

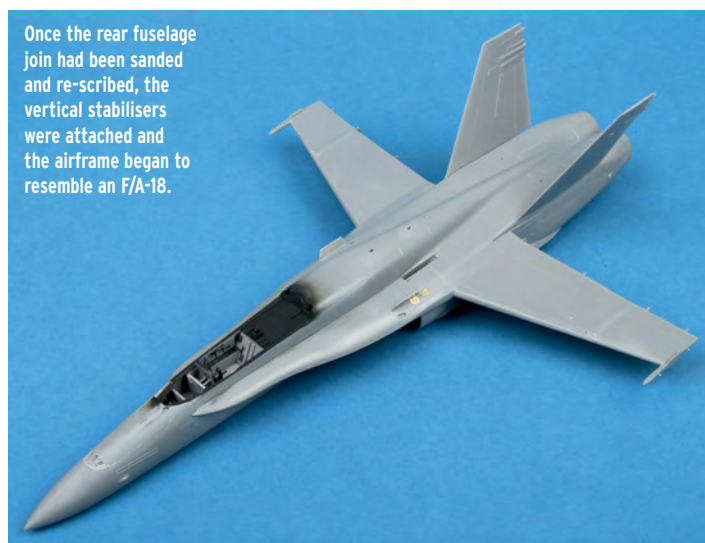
For this Hornet, the single-box chaff/flare dispenser fairings were applied, along with the later style of PE vents on the port leading-edge root extension (LERX). Dry-testing revealed the nose-to-fuselage fit could be better, so the locating holes were enlarged with a pin vice and one of the locating tabs was trimmed appropriately,

which helped immensely. Once the nose cone had been left for a few days to allow the glue to cure fully, the seams were tidied, before lead shot was added (to prevent the model tail-sitting), and the refuelling probe bay was attached.

Finally, the airframe could be assembled, so the upper and lower halves were joined and the nose attached...and generally the fit was reasonable. Sanding was required around the nose and intakes, but it wasn't too taxing. However, the rear fuselage did require work, owing to the slab-sided flat mating surfaces, which resulted in a fair degree of sanding and re-scribing. Beyond this, steps in the styrene were evident under the LERX, so more attention was needed ▶

the relevant C-variant decking to blank the second space (a twin-seater is now available). 'Office' painting began with a coat of XF-14 Sky Grey, before it received gloss varnish and then an oil wash to highlight the features. With details picked out in various colours and a final application of matt varnish, the cockpit was secured to the upper fuselage, followed by the trunking and jet pipes being attached to the lower half. Minor fettling was needed for one of the intake sections and once they had been mated snugly, the front portions were added. Overall, the fit in this area was good, except for the undersides, which did produce a slight step.

Once the rear fuselage join had been sanded and re-scribed, the vertical stabilisers were attached and the airframe began to resemble an F/A-18.



here. To ensure easier handling during sanding, the tail fins and flaps were left off, until all remedial work had been completed.

The fit of the flaps caused several issues, but Blu Tack was invaluable for holding parts in position while Tamiya Extra Thin Cement was applied and allowed to dry. Hornets invariably appear to have drooped flaps when on the ground, although it's worth noting the small upper units would need to be thinned if one was to pose them in the raised position. Milliput Superfine White was then used (in conjunction with damp cotton buds) in several areas to neaten joins or fill subtle gaps. With the filler sanded where necessary, localised applications of XF-54 Dark Sea Grey were sprayed to check for imperfections, and amended as appropriate.

Windscreen conundrum

Because of the restrained surface detail, an overall coat of primer wasn't desirable, to avoid filling the recessed panel lines and rivets. At this stage, it seemed sensible to test-fit the instrument panel coaming. So far so good...next, the PE HUD framing was attached, and it seemed to snag the windscreen,



◀ After several attempts to attach the flaps, Blu Tack proved invaluable for holding these items in place while Tamiya Thin Liquid Cement was applied and left to dry.

so the only option was to trim the metal part. It then became apparent there was a step between the windscreen and where it should fair into the nose contours.

The coaming was sanded so it sat lower, but this didn't help much, so part of the inside of the windscreen was sliced away, before its lower edges also received attention with abrasive cloths, all to improve the

fit. After yet more fettling, the transparency fitted correctly, but it was a tight squeeze. However, it then appeared that a step had somehow been created at the join between the windscreen and the airframe, which led to even more sanding. At this point, knitting started to look the more appealing hobby but, after much trauma, all was well (or so it seemed).



▲ After localised priming, a home-made mix of FS 36375 Light Compass Ghost Gray, comprising XF-14 Sky Grey and white, was sprayed on the undersides.



▲ After careful masking to prevent over-spray, a mix approximating FS 36320 Dark Compass Ghost Gray was readied for application.



"THE COCKPIT WAS ASSEMBLED QUICKLY, AND APPEARED MOST REALISTIC AFTER CAREFUL PAINTING"

Paint touch-ups were needed on the coaming, which was then secured before the windscreen was attached. As the fit was still tight, Tamiya Extra Thin Cement was used and the assembly held in place with tape as it dried; minor filling was needed around the transparency/fuselage seam. Fast forward to the end of the build and, with canopy masks removed, two ominous spots could be seen on the inside of the windscreen.



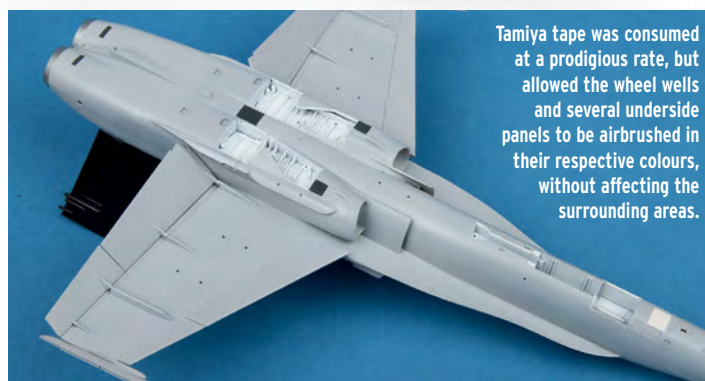
It seems that in the rush to make progress, small amounts of undried paint had stuck to the inside. After recovering from the error, it was apparent that since liquid glue and filler had been used to secure and fair in the transparency, removing it was not an option. It seems

our pastime can inspire joy and exasperation in equal measures...

CAG colours

Once masked and made ready for paint, the lower surfaces were sprayed with the Light Compass Ghost Gray mix, which was then protected with mists of Alclad's ALC-600 Aqua Gloss. An early decision was made to minimise weathering, to depict a relatively clean CAG bird, so no extra tonal difference was applied on this occasion. After masking selected areas to prevent overspray, another home-made mix (this time to replicate FS 36320 Dark Compass Ghost Gray), was airbrushed freehand.

One of the fascinating aspects of the contemporary Navy Hornet paint scheme is it's counter-shaded, so the darker upper surface tone appears brighter due to light from above, while the



Tamiya tape was consumed at a prodigious rate, but allowed the wheel wells and several underside panels to be airbrushed in their respective colours, without affecting the surrounding areas.

lighter under surface hue appears darker because of the comparative absence of light. The intention is to produce a reasonably uniform grey when viewed from any distance. Interestingly though, on some Hornets the distinction between the two colours is obvious and on others much less so, particularly around the nose, where the demarcation appears notably soft and sometimes almost invisible.

As well as masking and airbrushing the tails and wheel wells, there were small panels that required spraying on the underside, along with the radome. After the airframe received gloss varnish, the nose gun port panel was sprayed with ALC-103 Dark Aluminium, before subtle grey oil washes were applied in preparation for decals. Sadly, and despite efforts to the contrary, the



▲ After gloss varnish was applied, yet more masking was needed for the vertical fins, as any mistakes would show up in stark contrast against the surrounding grey tones.



▲ The painters on VFA-25 did a stunning job of designing this striking CAG scheme, and thanks to the decals by Fighter Town/Cartograf, it looked just as good in miniature.



▲ Black walkways on the LERX were over-sprayed with various grey tones, but heavily de-tacked tape was essential to prevent the decals from ripping.



▲ RailMatch's excellent enamel matt varnish (www.howesmodels.co.uk), was sprayed in multiple thin coats to mute the finish.



▲ Highly diluted XF-54 Dark Sea Grey was used to provide limited post-shading, to suggest a well-maintained, yet operational airframe.

**"BLACK WALKWAYS
ON THE LERX WERE
OVER-SPRAYED WITH
VARIOUS GREY TONES"**



surface detail was so fine that the wash struggled to grip; most was removed along with any excess. Instead, a subtle post-shade of XF-54 Dark Sea Grey was used at the end of the build, to replicate limited amounts of grime in panel lines, but nothing too severe as the intention was to produce a relatively clean CAG airframe.

Eye-catching livery

The decals were phenomenal, and are highly recommended. Regarding the Hornet's various airframe lumps and bumps, multiple applications of Micro Sol and careful encouragement with a brush went a long way to ensuring conformity. A few torn decals were to be expected in this area, but careful touch-up work sorted that out. After inspecting reference photos of the real aircraft, it was apparent that most stencils were either not present or virtually invisible, so it was decided to omit most of these. Moreover, the grey walkways and grey stencils

happened to coincide exactly with the colour of Dark Compass Ghost Gray I'd mixed, so they were almost imperceptible anyway.

The landing gear legs and doors were then attached, and these were tricky in places, before a gloss coat sealed the decals. After this had cured fully, the black walkways received various shades of grey (use heavily de-tacked masking tape or the decals will tear), before XF-54 Dark Sea Grey was used





to create very subtle post-shade panel lines and add staining to the airframe undersides. Attachment of various antennas, aerials and other small components brought the build to a close.



References

Walk Around: F/A-18 Hornet, by Greg Davis and Chris Neill (Squadron/Signal), ISBN: 978-0-89747-401-6

Uncovering the F/A-18A/B/C/D Hornet, by Danny Coremans (DACO), ISBN: 978-9-08067-473-8

F/A-18 Hornet in Action, by Lou Drendel (Squadron/Signal), ISBN: 978-0-89747-300-0

First from the nest...

Kinetic's Hornet is a decent kit, with pleasing options straight from the box. It doesn't exactly fall together, but overall the fit is reasonable and it looks superb once complete. The detail is exquisite, too, but I can't help but feel that it's perhaps overly subtle in places, and while certain areas required extra effort, the result was well worth it.



▼ Aftermarket GBU-12 laser-guided bombs from Eduard, and an AN/ASQ-228 Advanced targeting and forward-looking infra-red pod from Wolfpack, helped to upgrade the model's final appearance.



After painting and decaling, the combination of kit and aftermarket weapons looked the part, although it was easy to damage the bomb tailfins when removing them from the casting block.



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TOO HOT, TOO HEAVY

Dave Oliver employed aftermarket and scratch-building on this Italeri 1/35 gun truck diorama, which secured the CMR Trophy at last year's Scale Modelworld

Inspiration for this diorama came from a chance conversation with a friend, who served in the British Army during the First Gulf War.

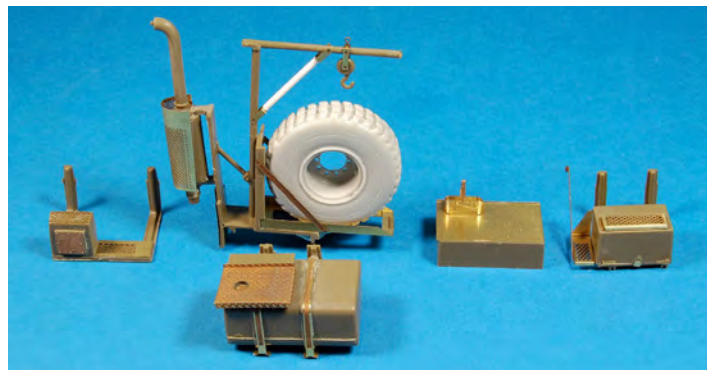
He said that when a convoy came to a halt, the culprit was

often a broken-down gun truck, which turned convoys on perilous mountain roads into little more than traffic jams, leading to rather tense situations before the vehicle was repaired.

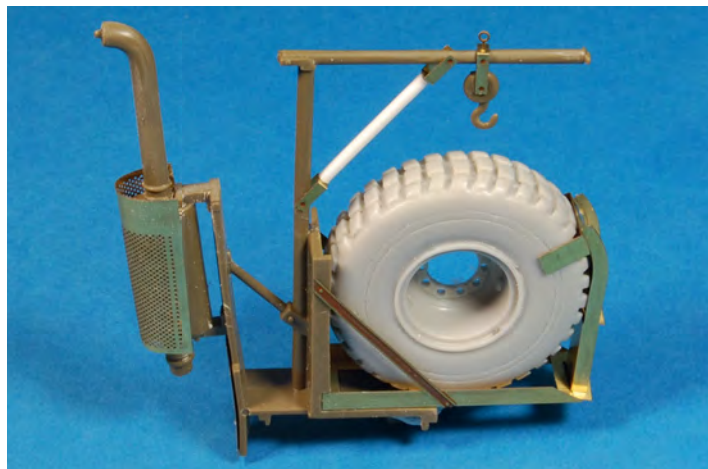
The origins of the gun truck



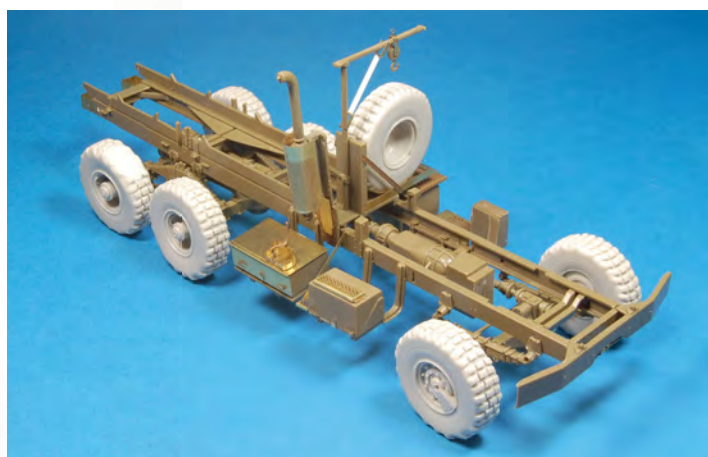
▲ The ladder chassis was a relatively straightforward assembly. Care was needed to ensure the two main beams were parallel and suspension components were aligned correctly.



▲ Although the level of moulded detail was high, Eduard's PE set added intricate improvements to most of the kit parts.



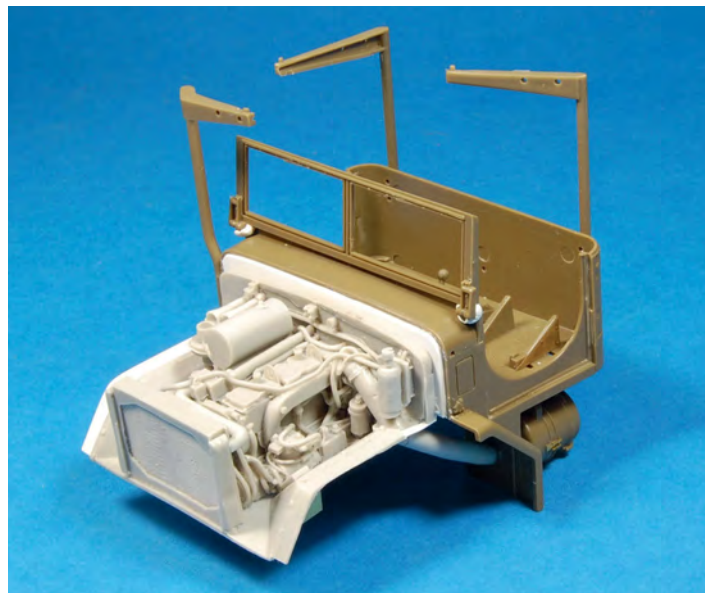
▲ The spare wheel carrier received plenty of aftermarket and scratch-building attention, with the lifting brace replicated by a section of cotton bud stem to complement the extensive PE.



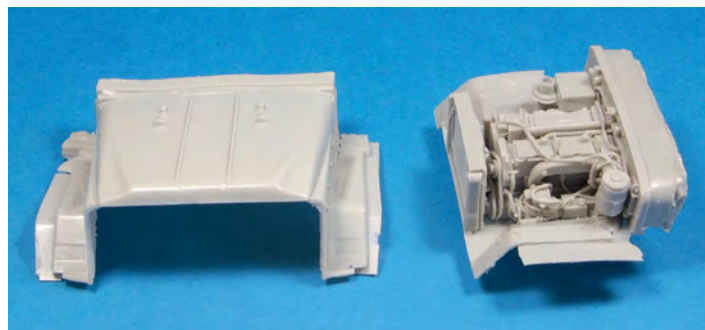
▲ With all major sections of the chassis assembled, every item was dry-fitted to ensure it was well aligned and did not interfere with the fitting of the cab or cargo bay.

date to World War Two, when the British Army supplied armoured trucks to the Home Guard, but the Vietnam War prompted the need for specific convoy protection vehicles, and several cargo trucks were fitted hastily with sandbag armour and extra firepower. These were far from ideal, though, so crews took it upon themselves to scour

scrapyards for sheet metal or boiler plate, which would supply a rudimentary level of protection. Some enterprising crews even commandeered



▲ Significant modifications to the front assembly were necessary to fit the engine. A plastic card insert had to be carved into shape and placed behind the firewall, while the exhaust pipes also required a degree of fettling.



▲ The aftermarket engine and bonnet required neatening; a large casting plug was removed from the rear of the former item, before the mudguards were trimmed with a scalpel blade.

the hulls of derelict M113 APCs, placing them on the cargo beds of their vehicles!

The same problems resurfaced during the Second Gulf War and

its aftermath. Surprisingly, the US military was reluctant to develop a dedicated convoy protection vehicle, so once again the crews found they had to scavenge

MODEL SPEC

US Armoured Gun Truck

By: Italeri

Stock Code: 6503

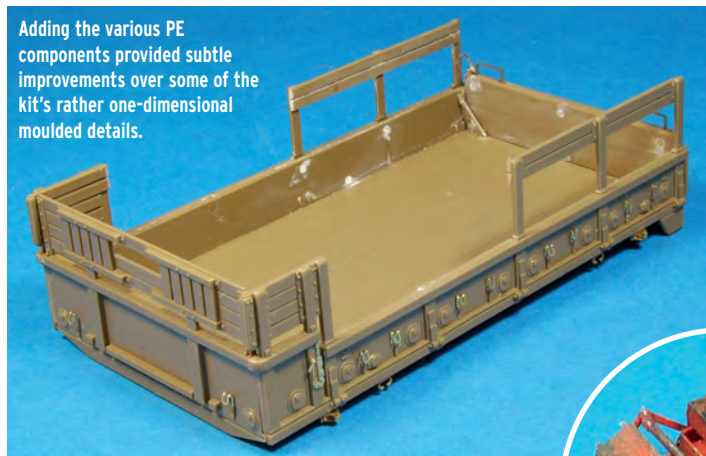
Scale: 1/35

Price: £24.99

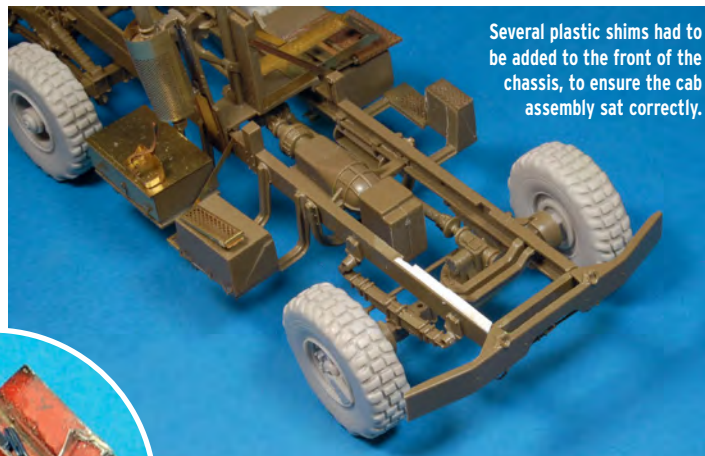
Available from: The Hobby Company, www.hobbyco.net



Adding the various PE components provided subtle improvements over some of the kit's rather one-dimensional moulded details.



Several plastic shims had to be added to the front of the chassis, to ensure the cab assembly sat correctly.



◀ The toolbox was probably one of the most intricate PE sub-assemblies, and while it looked impressive unpainted, once coloured, weathered and filled with tools, it added yet more interest.



what protection they could, covering their vehicles in what they termed 'Hillbilly' or 'Farmer Armor'.

Climbing the ladder

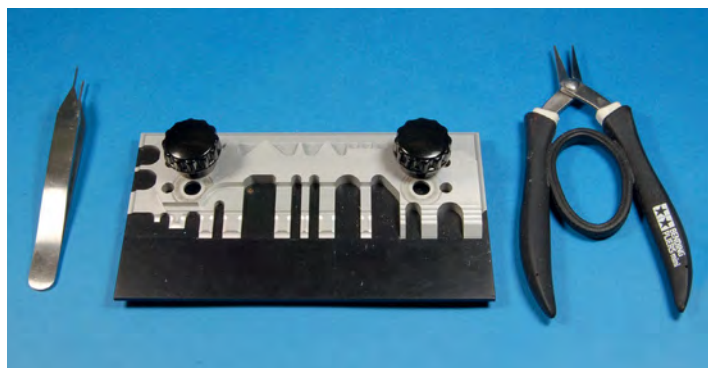
The Editor kindly supplied Italeri's 1/35 kit (#6503), which displayed a high level of detail straight from the box. Nevertheless, it was decided there was room for improvement, so the relevant Eduard photo-etched (PE) brass and resin detail sets (from several manufacturers) were purchased. Assembly started with the chassis

ladder frame, which went together reasonably easily, although care was needed to ensure the suspension leaf springs were glued correctly, for the wheels to sit squarely on the ground.

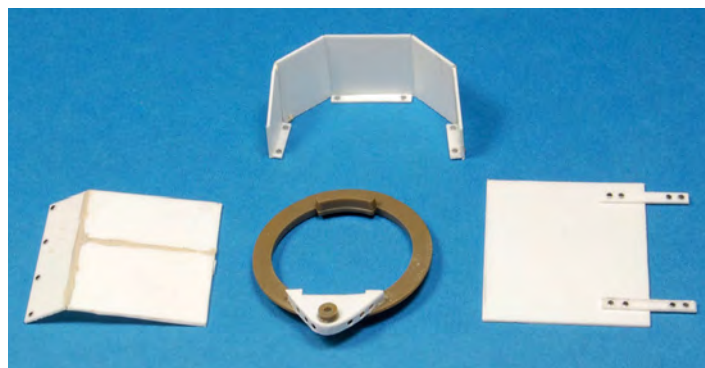
With the premise of the diorama being a broken-down vehicle with open bonnet, CMK's resin M939 Series Trucks - Engine Set (3004) was a must. This contained both the engine and bonnet, and displayed a plentiful refinement, but great care was taken to ensure the existing kit parts were modified correctly to accommodate them. Removal

▲ Both .50 cal machine guns were super-detailed with PE, which improved on the already impressive kit items, notably on finer elements such as barrel change and firing handles.





▲ Dedicated PE equipment, notably the bending tool, made forming the complex parts much easier, while the cutters ensured reasonably neat edges prior to any filing.



▲ Scratch-building and plastic card were employed in replicating improvised armour for the front gun position; the .50 cal gun mount was also modified to suit.

of the styrene bonnet was easy enough, as the shut line was simply scored with a new scalpel blade. Conversely, the floor pan and scuttle panel took a great deal of measurement and dry-fitting before any of the plastic was cut. One problem was encountered during this process, when it was realised there was a significant gap between the resin engine compartment and the cab firewall. A fillet of plastic card was carved into shape to rectify this issue. Without this addition, the whole engine and cab assembly would have been too short and misaligned with the chassis...and the bonnet wouldn't close if required.

As mentioned in the introduction,

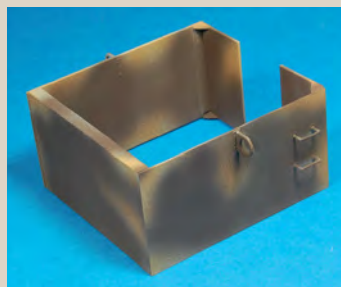


OXIDISATION

Many different products were utilised to achieve a realistic rust effect on the armour plate, as it proved a difficult technique to master. Gradually (and after much experimentation), a satisfactory result was finally achieved.



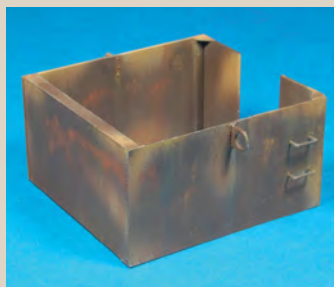
▲ To achieve a realistic effect, several different rust techniques were practised on pieces of scrap plastic card, before any attempt was made on the gun truck parts.



▲ A base of Vallejo Panzer Aces 302 Dark Rust was applied randomly, with a further coat of 303 Yellowish Rust airbrushed into the corners and edges for contrast.



▲ All the liquid pigment products from Lifecolor's LC-LP02 Rust Wizard set were employed, starting from the darkest shade to pin washes of the lightest tones.

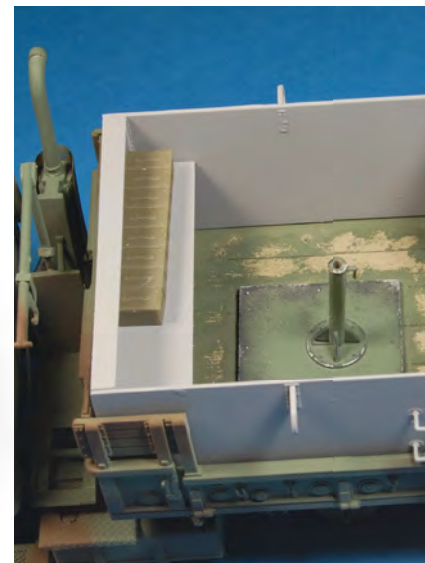


▲ Finally, texture and extra tweaks of the corroded metal were applied with MIG Productions' P230 Old Rust, P025 Standard Rust and P024 Light Rust pigments.

many crews added significant amounts of armour to their vehicles in the field. Having found reference photos showing such modifications, several armour plates were scratch-built for the front gunner's position. Plastic card was cut into shape, with weld lines simulated by very thin strips of Andrea Sculpt putty, before securing bolts were added from Lion Roar's LAM024 Nuts and Bolts set.

Putting it all together

Once the major sub-assemblies had been finished, smaller items such as wing mirrors and cab interior were attached. Fettling was necessary for the upper gun mount, to ensure it was positioned correctly, such that the crew figure could be added later; once this was addressed, the final details could be added. Reference photos often showed canopy frames draped with camouflage netting, presumably to offer the crews protection from the sun, while also disrupting the vehicle's outline. ▣



Plastic-coated lead wire was bent into shape to provide the canopy frames; the plastic was then scraped away from the vertical sections, with the horizontal part retaining the covering. Finally, a section of Kamizukuri camouflage netting was painted Lifecolor AU540 Finnish Olive Green and draped loosely over the top.

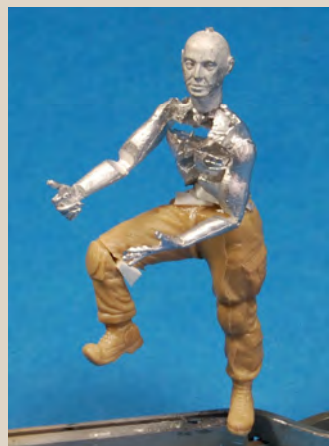
Throughout the course of the build, various items of stowage and the crew figures were assembled... this provided a break from the main project, and would add further interest to the diorama. Crew figures were constructed from two sets of Master Box

modern US troop sets (MB3591 and MB35170), with arms and legs swapped to achieve realistic poses, and accompanied by exhaustive test-fitting against the vehicle to ensure they looked natural.

Painting the rather intricate camouflage (and achieving a consistent finish) on the figures proved challenging. In the end, a digital camouflage decal sheet (MIL-35-014) from CrossDelta was acquired. After a few dry runs on spare resin Legend Productions' backpacks, the figures were primed, then painted with UA092 Dark Earth before the decals were applied. These were cut into

FIGURING IT OUT

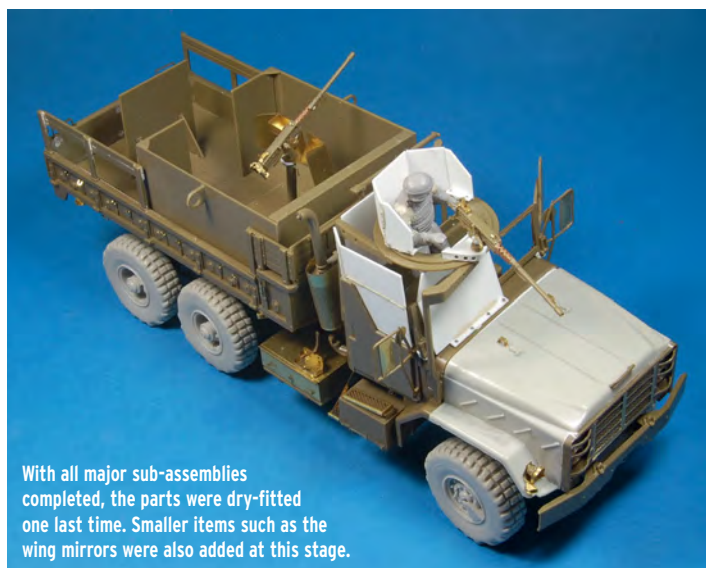
Most of the personnel in the diorama were assembled from various arms and legs included in Master Box's US Check Point in Iraq and Man Down sets. However, the soldier standing in the irrigation ditch proved more challenging.



▲ The upper body came courtesy of a Friulmodel 'Academy' white metal figure (#124), and was bent into a suitable pose, before Master Box legs were added; these required little, if any modification.



▲ Andrea Sculpt was used to craft the soldier's t-shirt (kitchen towel was pressed lightly into the putty to give it a cloth-like texture) as well as filling the elbow and wrist joints.



With all major sub-assemblies completed, the parts were dry-fitted one last time. Smaller items such as the wing mirrors were also added at this stage.



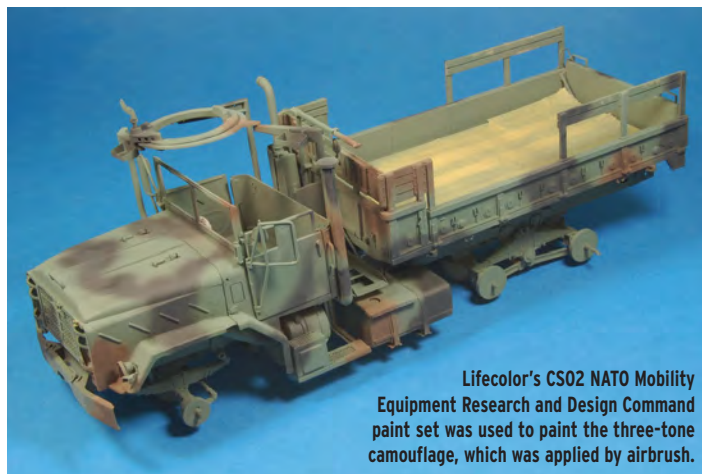
▲ Tamiya Fine Surface Primer served two purposes: to act as a key for subsequent painting, and to highlight any gaps or gouges between putty, metal and styrene.



▲ Once the flesh had been completed, the t-shirt was painted and camouflage decals were applied to the legs. An Archer dry-transfer tattoo enlivened the left bicep.



◀ The finished cargo bay benefited from extensive chipping effects; although the extra work might not immediately be apparent once various sub-assemblies and the figures had been added, little touches such as this added an extra level of detail.



Lifecolor's CS02 NATO Mobility Equipment Research and Design Command paint set was used to paint the three-tone camouflage, which was applied by airbrush.

small sections to enable them to conform to the figures' contours... aided by copious amounts of Micro Sol. Once everything had dried, the result was realistic-looking creases, which was unexpected - and the only time this modeller has ever welcomed folds in a decal!

Priming and painting

To ensure a consistent finish, the three main sub-assemblies (cab, cargo bay and chassis) would be painted separately. After priming with Tamiya's Light Gray, several coats of UA303 Green followed. Finally, a lightened shade of the green was used in the open

cargo area and on the bonnet to add contrast. After trawling the Internet for paint references, a NATO camouflage scheme paint tutorial was found (see Reference panel); using this as a guideline, UA301 Black and UA302 Brown were airbrushed on the model.

A brush coat of Johnson's Klear acted to protect the paint scheme and add a gloss layer for the decals. After these had dried, Lifecolor's LC77 Satin Clear was sprayed to provide a key for a single filter, in this case SIN Industries' P242 Tan (www.migproductions.com), which helped to unify the camouflage

colours. MIG Productions' P221 Brown Wash was then added liberally and left to dry; a second more selective coat was applied as a pin wash to areas such as the wheels and cab. To restore areas of the original base coat, the horizontal surfaces received a concentrated Abteilung 502 ABT050 Olive Green oil wash.

After experimentation on the stowage items, it was decided XF-57 Buff would best to replicate dust effects - this was thinned heavily, before being sprayed at low pressure in areas likely to accumulate dust and sand, and it also provided a key for the two

AFTERMARKET

Aber (www.aber.net.pl)

- 35A68 Hand Tools

Czech Master's Kits (www.cmkkits.com)

- 3004 M939 Series Trucks Engine Set
- 3005 M939 Series Trucks Wheel Set

CrossDelta

- MIL-35-014 Marine Digital II Camouflage Decals

DEF.Model (www.defmodel.com)

- DW35034 Big Foot AT-2A Wheel Set

Dragon (www.hobbyco.net)

- 3808 Modern Infantry Fire Support Weapons

Eduard (www.eduard.com)

- 36254 US Armoured Gun Truck PE Set
- 36118 Fauna and Small Animals PE set

Friulmodel (www.friulmodel.hu)

- 124 Academy Figure

Kamizukuri (www.kamizukuri.jp)

- FP35 Camouflage netting

Legend Productions (www.legend.co.kr)

- LF1115 US Backpack set

Lion Roar (www.lionroar.net)

- LAM024 Nuts and Bolts set

Master Box (www.mbltd.info)

- MB3591 US Check Point in Iraq
- MB35170 Man Down US Modern Army, Middle East, Present Day

Matho Models (www.mathomodels.com)

- 35013 Water and Soda Drinks Cardboard Boxes

Plus Model (www.plusmodel.cz)

- 446 PET bottles





REFERENCES

Woodland Scenics Water Effects:
www.youtube.com/watch?v=_ovNbnjRUNQ

Tri Tone Camouflage: www.youtube.com/watch?v=Qa4GhQ218Tc

pigments: P037 Gulf War Sand and Pinnacle Modelling Supplies P719 Beach Sand (www.model-supplies.org.co.uk).

With the model painted and weathered, equipment extras (such as water bottles and

supplies), were attached with white glue, so they could be removed easily if required.

On closer inspection, the wheels looked incorrect for a M939 6x6 variant (the basic chassis for this vehicle), so they were

replaced with a resin set from DEF Model (DW35034). Canopy frames and netting were then added, along with the two .50 cal heavy machine guns, ammunition boxes and crew figures. Straps for the rucksacks on the vehicle's sides were fashioned from lead sheet and attached before the styrene equipment, to give the appearance of being fastened securely to the truck. After a final light coat of XF-57 Buff to blend the

additional items into the remainder of the vehicle, the basic project was essentially finished, with final weathering applied when the diorama was completed.

Roadside assistance

After six months' work, the gun truck and its base were finished. Trying to create a realistic diorama that told a story required a great deal of research and experimentation, with many new techniques having to be learnt and refined along the way. The whole endeavour, though, was both enjoyable and challenging, and the result was well worth the effort. ▶



▲ With the armour plate attached, selected areas of the model received a misted coat of XF-57 Buff, with emphasis on horizontal surfaces and places where sand and dust would collect.



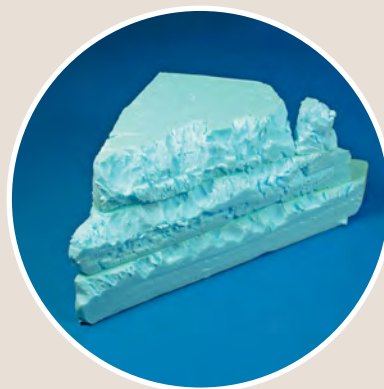
▲ The aftermarket engine bay and open bonnet provided a real focal point. Steam escaping from the water tank was created with a few fibres from a cotton bud.



◀ Foam board was cut into shape and attached with white glue; the road section was made from cork matting, sprayed with UA731 Dirty Black.

▶ The rock face at the back of the diorama was created from three blocks of extruded foam placed one on top of the other, before being hacked into shape with a blunt scalpel blade.

▼ The water effects were a challenging, but rewarding aspect of the project. A few days spent experimenting with the materials made a big difference.



SETTING THE SCENE

It was decided at the start of the build that a suitable diorama would be constructed, with the basic layout fashioned from offcuts of foam board. After being primed, it was airbrushed with XF-52 Flat Earth and XF-57 Buff. Water effects for the irrigation ditch were created with several Woodland Scenics products. A useful tutorial on the



company's website described the finer points of these materials, while several sessions observing how water behaved running from a garden tap provided further reference. The river bed was sprayed XF-52 Flat Earth, followed by a thick coat of Citadel Agrellan Earth...an interesting product, which produced a cracked finish once dry.

The first layer of Woodland Scenics Realistic water (C1211) was poured carefully into place, followed by a second layer to create a sense of depth. The final stage utilised the firm's Water Effects (C1212); strips of varying sizes were painted onto a piece of plastic-backed paper, and when dry, this provided the streaming pipe water. More of this gel-like substance was then stippled to simulate the swell and water ripples, before a further layer (mixed with a dab of gloss white) was applied several hours later, to provide the final white water effects, before fine tufts from a cotton wool bud were added strategically to simulate spray.

AMW

◀ The finished diorama provided a suitable setting for the vehicle and was an enjoyable way to finish the project.



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YANKS AND KRAUTS



Armour in Theatre Volume 3: Normandy Campaign Part 2

By: Mark Healy

ISBN: 978-1-908565-18-1

Price: £16 Format: A4

Web: guidelinepublications.co.uk

Guideline continues its reportage of armour in wartime, with the second part of its Normandy Campaign treatise, addressing US and German forces (British and Canadian are

covered in Part 1). After a précis of the initial Normandy landing phases, the reader is immersed in the constraints on US forces imposed by the fearsome terrain known as the Bocage, which afforded the Germans a distinct defensive advantage. Each major vehicle type from both nations then receives a concise overview, focussing on strengths and weaknesses. While there isn't an order of battle for German forces, there are three tables, offering a goldmine of data on unit markings for SS/Wehrmacht units, tactical symbols and numbers. Diorama fans will be delighted with the black and white photos, and colour profiles furnish modellers with greater detail. Damaged and destroyed vehicles feature prominently, and many photos have not been published previously. While undoubtedly useful for armour aficionados, this (along with Part 1) also provides a concise historical summary of the immediate post-invasion period, culminating in the successful Allied breakout during Operation Cobra. **SF**

64 pages

FEROCIOUS FLYING FISH

168 pages

The Fairey Barracuda

By: Matthew Willis

ISBN: 978-83-65281-24-1

Price: £19 Format: A4

Web: www.mmpbooks.biz

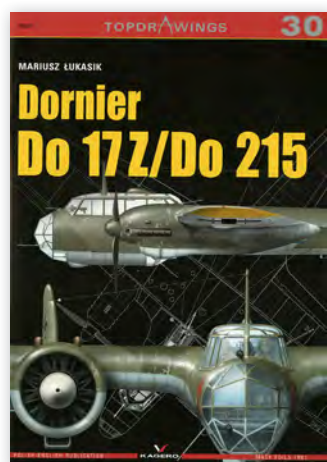
Regardless of whether one has a Barracuda kit by Special Hobby, MPM or Frog (or one of its numerous re-boxings), then MMP's latest Orange Series volume is just the ticket. From crew accounts (both test and Fleet Air Arm), this was a true 'Marmite' aircraft... it was either loved or hated. However, as described in the Barracuda Enters Service chapter, for an aircraft derided as obsolete (and with tricky performance and handling characteristics), it was successful in the torpedo and dive-bombing roles (notably in attacks against the German battleship Tirpitz in 1944), and was not retired until 1953. The type's tortuous development is explained in detail, as are the negative reports that dogged it throughout its operational life; yet several may have been due to the technological leap from biplane Swordfish and



Albacore, to this significantly more advanced monoplane. The copious black and white photographs are complemented by 22 colour profiles, which highlight the various camouflage colours, as well as one or two unusual schemes worn by Admiral's Barge airframes, such as an overall purple machine. However, the standout item must be the superb 1/48 and 1/72 scale plans (arguably worth the price on their own), which cover all three major versions. **SF**

LUFTWAFFE WORKHORSE

20 pages



Topdrawings 30: Dornier Do 17Z/ Do 215

By: Mariusz Lukasik

ISBN: 978-83-64596-94-0

Price: £17 Format: A4

Web: casematepublishers.co.uk

What with Airfix's new-tool Do 17Z gaining good company from ICM's same-scale Dorniers, and the latter's 1/48 versions (also boxed by Revell/Hasegawa), this highly useful work from Kagero shouldn't be missed. Offering mostly detailed scale drawings, the book

provides a host of great reference material. The illustrations represent sub-types from Do 17Z V1 (W Nr 2180/D-ABVD) through to Z-10, then the '215B-2 to B-5, and the quality is superb. All drawings in the book itself are to 1/72 scale, but there are also three large separate fold-out sheets carrying 1/48 and 1/32 renderings; these have individual views of areas such as the cockpit, nose, propellers and undercarriage units, defensive guns and bombs. Numbered fuselage cross-sections for Do 17Z and Do 215 are shown on two of the pages, and smaller drawings with highlighted areas show sub-type differences. The captions also state facts such as armament for each variant, along with radar gear. Those who love a splash of colour won't be disappointed either, as there are four colour profiles plus, on the centre-spread, another two profiles, a plan view and scrap underside outer wing illustrations of Do 17Z-1 3U+FU... resplendent in the tropical scheme of RLM 78/79/80. Another gem is a sheet of vinyl Do 17 canopy masks in 1/72 and 1/48. **CC**

ROTARY CLASSICS

50 pages

Westland Scout & Wasp

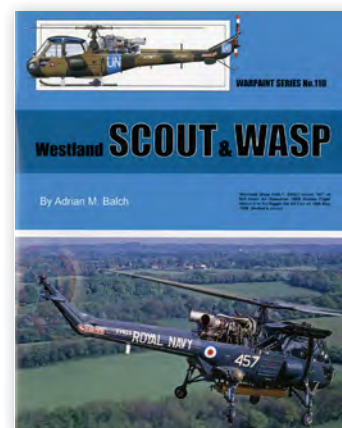
By: Adrian M Balch

ISBN: N/A Price: £15

Format: A4

Web: guidelinepublications.co.uk

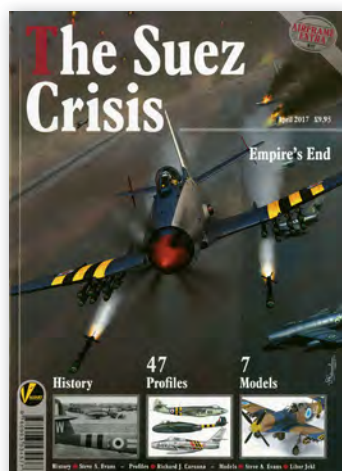
The Warpaint series needs little introduction, but for the uninitiated, it has brought useful reference material for many years. This latest softback will be handy indeed if anyone is planning to build the out-of-production 1/72 Airfix Scout, said kit converted to a Wasp or Fujimi's ageing 1/48 rendition of the latter machine. The format remains unchanged, with whole pages of colour profiles (and unit badges/insignia) punctuating a career history of both these famous helicopters. When one starts to delve into the colour schemes, one realises that for the Scout certainly, there are many more options than the standard British Army green and brown. Notable 'anomalies' include an interesting Duck Egg Green/Medium Sea Grey Scout flown by the Empire Test Pilots' School, and the same aircraft in a later livery



of red and white. Another sports Raspberry Ripple, and of course, the British Army Scouts changed to Dark Green and black later in their lives. Foreign examples include eye-catching machines operated by the Jordanian Royal Flight, Bahrain and Uganda Police, and Scouts of the Royal Australian Navy to name a few. All the Wasp liveries are shown in detail, too, and the book is completed by a page of 1/48 black and white drawings, close-up walk-around photos and a kits, decals and accessories list. **CC**

BATTLE OVER THE CANAL

74 pages



The Suez Crisis - Empire's End

By: Valiant Wings Publishing

ISBN: 978-0-9935345-7-7

Price: £9.95 Format: A4

Web: www.valiant-wings.co.uk

Egypt's President Nasser really threw the cat among the pigeons when he closed the Suez Canal. The act was fuelled by growing anti-colonial and anti-British feeling in Egypt...and the troublesome creation of Israel by the British eight years

before, just worsened the acrimony. To re-open the Suez Canal, a vital trade route joining the Indian Ocean with the Mediterranean, a coalition of Britain, France and Israel sought to break the blockade via military force. Valiant's book does a worthy job of explaining the air actions, which included the first offensive use of a V-bomber, through an order of battle for France/Britain/Israel, and a day-by-day diary. The real modelling meat comes courtesy of 47 Richard J Caruana colour profiles (and associated plan views), and seven full kit builds. The latter especially reflect the real diversity in types and markings, and the projects in question are: 1/72 Egyptian Meteor F.8 (Xtrakit), 1/72 Hobby Boss Royal Navy Sea Hawk FGA.6, 1/72 Israeli Piper Cub (KP), 1/48 French RF-84F (Tanmodel), 1/72 Il-28 Beagle in Egyptian colours (Trumpeter), Hasegawa's 1/48 P-51D as an Israeli machine and Classic Airframes' 1/48 Meteor NF.11/13 in RAF garb. It's splendid for anyone considering building on this theme, and great value given the cover price. **CC**

'BEARS' ACROSS THE POND

304 pages

Soviet and Russian Military

Aircraft in the Americas

By: Yefim Gordon, Dmitry

Komissarov

ISBN: 978-1-90210-954-1

Price: £34.95

Format: 304 x 219mm

Web: www.crecy.co.uk

This Hikoki series, exploring Soviet/Russian aircraft abroad, has travelled to Asia, Africa and the Middle East to mine a rich reference seam. This volume, centred on types employed by air arms in the Americas, offers more inspiration via fascinating text and excellent photos. The previous books adopted an alphabetical approach to the chapters (by country), but here readers may be surprised by the opening section dealing with Canada and the USA. The latter's involvement with Soviet types mostly surrounds testing captured aircraft, or those delivered by defecting pilots. This began earlier than one might expect, with types such as the Il-10 and Yak-23, to more modern jets including the MiG-15,



-17, -21 and -23. Even *Fulcrums* and *Flankers* have flown briefly in the US, as privately owned 'aggressors'...obtained from countries such as Moldavia and Ukraine. The remainder of the book deals with Central and South American nations, from Cuba to Venezuela, and the types are as expected; Su-20, Su-25, Su-30, Mil helicopters, and transports. Where it gets doubly interesting is with the aircrafts' often beautiful liveries, and the colour profiles/photos do a fine job representing the huge variation in schemes. **CC**

JACK OF ALL TRADES

172 pages



McDonnell Douglas F/A-18 Hornet and Super Hornet

By: Steve Davies

ISBN: 978-1-78521-054-9

Price: £22.99

Format: 276mm x 214mm

Web: www.haynes.co.uk

It's apparent from the outset that the author is fascinated by the F/A-18, but what will delight modellers is his interest was first sparked 30 years ago, when building Airfix's 1/72 kit of a pre-production aircraft. While this Owners' Workshop Manual adheres to the

standard Haynes format, this association with the hobby is noticeable in the level of detail provided by the 270-plus walk-around and close-up photographs. All the Hornet/Super Hornet customer nations are featured, with listings of which squadrons fly the type, and this international flavour is extended into the crew perspectives' sections, which mix US Navy with Royal Canadian Air Force inputs for flying and maintaining the aircraft respectively. Similarly, each variant and sub-type is described in depth, including potential future versions with enhanced capabilities. This manual is packed with information, but it's a shame that a table of common weapons configurations wasn't included, as this aspect is often overlooked; given the many asymmetric loads carried by F/A-18s, listing them all would be impractical. This might not be as compact as the DACO series, but if one is after a potted history of the type from conception to current operations, rather than just photographs, then this is a worthy choice. **SF**

NOT QUITE PAINTING BY NUMBERS

152 pages

Encyclopedia of Armour Modelling Techniques Pt 2

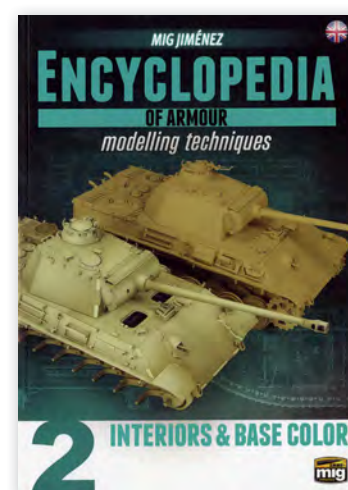
By: Mig Jiménez, Diego Quijano

ISBN: 978-84-945130-8-4

Price: €31 Format: A4

Web: www.migjimenez.com

Having inveigled modellers with his first volume of armour building techniques, Mig Jiménez (in collaboration with 11 master builders), now turns his attention to painting vehicle interiors and base colours. With lashings of colour close-up photographs, this is a highly detailed step-by-step guide to the various processes. Tantalisingly, there are also hints of later stages in many of the photos, whetting one's appetite for subsequent publications on Camouflage, Weathering and Final Touches. Notably, this series isn't just aimed at experienced modellers, with much advice for beginners mixed in with handy tips for more advanced builders. Anyone reading this for the first time should be able to attempt, with reasonable confidence, most of the techniques on display, although practice will be needed for the best results. One subject area requiring expertise is exterior painting, as the



focus is on airbrushing, including simple and complex pre-shading (the latter uses multiple tones) and paint modulation. A chapter on markings (whether via decal or created by hand) closes the volume, although this might be slightly premature if the model is to be painted in camouflage. Understandably, there is an emphasis on AMMO MIG products, but most other well-known types also feature, along with guidance on how to obtain the best results from each. **SF**

IBERIAN AIR COMBAT ZONE

76 pages



The Spanish Civil War

By: Patrick Branly

ISBN: 978-0-9935345-2-2

Price: £9.95 Format: A4

Web: www.valiant-wings.co.uk

As a prelude to World War Two, the Spanish Civil War acted as a trial ground for German, Italian and Russian designs, and Valiant's fifth Airframe Extra is essentially a modellers' handbook to the air aspects of this conflict. Split into

history, profiles and model build sections, there is a concise year-by-year roundup, accompanied by period black and white photographs. This segues neatly into the profiles, and here (due to the apparent paucity of information on Republican forces) there's a notable emphasis on Nationalist machines, with just ten airframes from the losing side. However, the variety of schemes on the Italian and German aircraft is more than sufficient to generate interest in this period of history. Finally, the model section features seven builds, and Valiant is to be commended on its choices. Well-known types such as the Do 17E and Ju 87 (RS Model and Special Hobby 1/72 kits respectively), are joined by an Azur 1/72 Vultee V-1A and (for Republicans) a lovely Fonderie Miniatures 1/48 Dewoitine D.510. The narratives are well written and are accompanied by colour in-progress and finished photos, and while they are all limited-run offerings, there is enough guidance provided to allow most modellers to build them with relative ease. **SF**

THREE-YEAR FIGHTER MÊLÉE

96 pages

Spitfire Aces of the Channel Front 1941-43

By: Andrew Thomas

ISBN: 978-1-4728-1528-2

Price: £13.99 Format: 248 x 184mm

Web: www.ospreypublishing.com

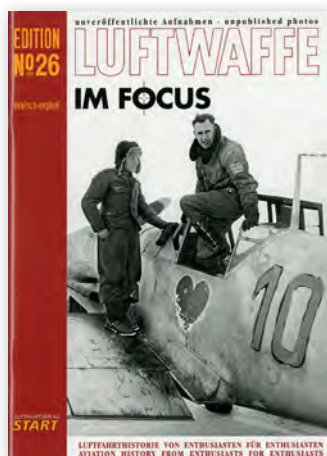
Compared to the Battle of Britain and the Allied bomber offensive, the intervening period appears comparatively tranquil, yet this couldn't be further from the truth. The period between 1941-43 was one of hectic air combat between the RAF and Luftwaffe, and this timeframe is examined in depth, charting the exploits of the 125-plus Spitfire pilots that gained ace status (more than five kills). These battles occurred over the Channel Front, which stretched from southern England to deep inside occupied France and Holland. The narrative opens with the shift from defensive to offensive operations in 1941, as Fighter Command increased in strength, during which nicknames such as 'circuit', 'rodeo', and 'rhubarb' (denoting sorties with fighter or fighter plus bomber combinations) entered the general



lexicon. Exhaustive accounts of air combat are intermeshed with aircraft developments, notably the shifts in balance of power caused by the arrival of the Fw 190 and Spitfire Mk.IX. It's sobering that crews accepted they were only as good as their last combat, and many aces were lost to surprise attacks. Period black and white photographs and 36 colour profiles give equal attention to pilots and aircraft, and an appendix supplies the names of every Channel ace to round off this historical résumé. **SF**

TEUTONIC AIR TALES

56 pages



Luftwaffe im Focus No.26

By: Axel Urbanke

ISBN: 978-3-941437-31-9

Price: €20 Format: A4

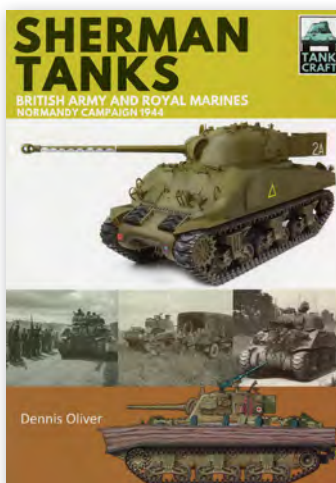
Web: www.luftfahrtverlag-start.de

The latest instalment of Luftwaffe reference from START offers an eclectic mix of subjects. After the Readers' Forum provides corrections and further insight into the previous volume, one is treated to a feature on fighter training, with superb photos of Ar 96s in formation and on the

ground. More imagery populates the Fighters section, whereby the Fw 190 and Bf 109 are presented; one of the '190 shots features the legendary Günther Rall. Night fighters are also examined via photos of a Ju 88C-6 and Dornier Do 217J, while bombers also get a look in with the Ju 88S-3 and Ju 188E-1. Personal Emblems delves into the Fieseler Storch of Obergruppenführer Paul Hausser of the II SS Panzer Corps, and presents splendid photos of this aircraft crash-landed on a dwelling roof; this screams to be made into a diorama! Colour photos (and some black and white) of the Junkers Ju 86V24 are a treat and, besides a single-page glimpse at the rudder tally of Ofw Kurt Knappe's Fw 190, the 'Wave Mirror' camouflage of the Fw 200 Condor is also examined, with a magnificent three-page gatefold colour profile, and black and white photos. Along with a detailed article on KG 100 crews, this is another excellent edition, combining fascinating history and truly rare reference imagery. **CC**

IMPORTED ARMOUR

66 pages



Sherman Tanks - British Army and Royal Marines

By: Dennis Oliver

ISBN: 978-1-47388-53-0-1

Price: £14.99

Format: A4

Web: www.pen-and-sword.co.uk

The Tank Craft series opened rather impressively with focus on the Tiger, so, unsurprisingly, it falls to the second volume to explore the equally famous Sherman, but in British service.

With the sub-heading Normandy Campaign 1944, this softback book details the action from an armour perspective, via a day-by-day diary and text on the different Divisions within 21st Army Group. This prose is punctuated by revealing black and white photographs, which provide modellers with fine examples of detail, such as stowage, appliqué armour and extra foliage/textile camouflage. There are then 12 pages of pleasing colour four-view illustrations of various Sherman sub-types, regimental markings, tank names etc. Thankfully, two pages show the interesting azimuth turret gradings on Royal Marine Armoured Support Group vehicles. The Model Showcase chapter presents photos of Sherman II, V, Vc, Vc Crab and BARV variants, and this segues neatly into the realm of modelling products, such as available kits, accessories and decals. More history and period imagery closes a useful publication that's a good-value reference for any Sherman fan, but particularly those new to the subject and who favour 'Blighty's' armour. **CC**

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OVERSEAS GUSTAVS

1/72



Bf 109G-14AS in Foreign Service
By: AZ Model
Item no: AZ 7522 Price: €13.90
Web: www.azmodel.cz

AZ's huge collection of Bf 109 releases has been joined by yet another -14/AS, this time offering markings for foreign-operated machines, including a captured airframe. However, the familiar arrangement of two runners plus a canopy has been changed; the second frame has lost the fuselage halves, and these, along with new underwing radiators and a cowling top are on a new partial runner.

They appear more refined than the originals, with amended cockpit sidewall detail. The good news is there are plenty of spares, including two excellent underwing gun pods and G-6-associated components. Markings for three schemes are supplied, but note the white colour appears rather thin, so there is a risk of bleed-through from underlying camouflage tones:

- LW, 318 (Polish) Sqn
- Blue 1, Sgt Aroldo Burei, 1 Sqn, 1 Gp, ANR, Spring 1943
- Black 4, V Sandtner, 2nd Lovacko Jato, 1st Zrakoplovna Skupina HRZ, Lucko, 1945

ANTON-AND-A-HALF

1/72



Fw 190A-5
By: Eduard Item no: 70116
Price: €18.75 Web: www.eduard.com

Having teased modellers with the Weekend version of its Fw 190A-5, Eduard has released a ProfiPACK. Along with the quality styrene, there are photo-etched metal extras for the cockpit, undercarriage bays and landing gear, canopy masks and new decal sheet. The bonus is that of Runners G and J, supplying fuselage and wing components for 'light' and 'heavy' variants, so there are effectively one-and-

a-half kits...great value. Here's hoping Eduard re-releases its 'small parts' overtrees as it did with the A-8 ProfiPACK. The liveries are:

- WNr 2594, H Graf, JGr Ost, Bordeaux, France, spring 1943
- WNr 410004, Black <<, Walter Nowotny, I./JG 54, Orel, 1943
- WNr 410055, White 1, Bernhard Kunze, 2./JG 1, The Netherlands, October 1943
- WNr 7328, Dietrich Wickop, II./JG 1, Woensdrecht, The Netherlands, May 1943
- W Nr 5854, Egon Mayer, III./JG 2, France, spring 1943

TWO-WINGED SEAGULL

1/72



Polikarpov I-153 Finnish Air Force
By: Hasegawa
Item no: 02144 Price: £34.99
Web: www.amerang.co.uk

ICM's gorgeous little I-153 gets a bumper price tag in Hasegawa's twin-kit re-boxing, otherwise the sole difference is a new decal sheet. There's just a single runner for each aircraft, but given the type's diminutive size, plenty of detail has been crammed in. With a well-appointed cockpit, featuring full interior framing and a splendid representation of the Shvetsov

M62 radial engine, there's plenty of material for weathering...for those wanting more, Kora and SBS Model offer a plethora of upgrades. While the design offers little in terms of options for the airframe, this is not the case with the weapons, and one can select from eight RS-82 rockets, four FAB-50 and four FAB-100 bombs to hang under the wings. There are two choices (one per model):

- IT-16/White 6, Capt Per-Erik Ahonius, 3./LeLv 6, July 1942
- IT-18/White 8, Plt off Olavi Puro, 3./LeLv 6, October 1942

GERMAN SNOOPER

1/72



Dornier Do 215B-4
By: ICM Item no: 72305
Price: £18.60 Web: www.icm.com.ua

No Luftwaffe fan should be without ICM's 1/72 Dornier kits. This new tooling is an extension of the firm's gun-nosed Do 215B-4 night fighter, and the two share generic runners, but here one also receives new parts to render the camera-toting B-4 sub-type. The cameras were situated in a front fuselage fairing and ICM's kit has this as a fresh component, with separate glazing (although no actual cameras are given). This kit is pleasing, with respectable cockpit

detail that includes radios and more. There's a two-part interior fuel cell for the bomb bay, which itself is well appointed. Complete engines are also present and the bearers for these are impressive. With delicate engraving and decals for four liveries, this product is delightful:

- G2+JH, 4./Aufkl. Gr.Ob.d.L, France, August 1940
- T5+AH, 1./Aufkl. Gr.Ob.d.L, Finland, July 1941
- L2+ES, 3./Aufkl. Gr.Ob.d.L, Ukraine, August 1941
- F7+53, 1./1 Long Range Recce Sqn, Royal Hungarian AF, Ukraine, August 1942

FLY-BY-WIRE TESTER

1/72



T-2 CCV

By: Platz

Item no: AC-19 Price: US \$25.66

Web: www.platz-hobby.com

Platz's excellent T-2 gets a serious makeover here, so it replicates the Japanese Control Configured Vehicle used for fly-by-wire trials in the 1980s (seven years after the US F-16 CCV's first flight). Here, the standard Platz runners are accompanied by new parts for the three canard foreplanes, and a fresh decal sheet for the dazzling red, white and black colour scheme.

Detail levels on Platz's T-2s are impressive; crisp engraved panel lines and rivets, canopy jacks, beautifully moulded wheel hubs and busy undercarriage bays are just some of the plus points. The cockpit has raised features on the consoles and instrument panels, although decals are also provided for these. Separate airbrakes, which can be posed open or closed, are supplied. The aircraft in question is 29-5103, of the Technical Research & Development Institute/Air Development & Test Wing, at Gifu Air Base.

TINY ROCKET FIGHTER

1/144



Bachem Ba 349A Natter

By: Brengun

Item no: BRP144001 Price: €12.09

Web: www.brengun.cz

Having already pleased many Luftwaffe fans with its 1/72 Natter kits, Brengun now offers this fascinating type in 1/144 scale. For those whom the word 'diminutive' holds special sway in their modelling, this is a pleasing little option, and two complete kits are provided...each via one styrene runner and a single-piece canopy.

The detail is admirable for such a small subject, with engraved panel lines, a cockpit floor and rear bulkhead, instrument panel and scabbed fuselage rocket packs. The rendering of the nose-mounted rocket unit is notable, and one even receives parts for the aircraft's wooden support trestle - in effect, a very handy display base. RLM colours are quoted via the colour guide on the box's rear, while decals are confined to small stencil items and thin red fuselage striping.

TILT-ROTOR MISH-MASH

1/72



MV-22 Osprey

By: Revell

Item no: 03964 Price: £16.99

Web: www.revell.de/en

It can be frustrating when a kit is released with current markings, only for the parts to represent a pre-production airframe. Such is the lot with Revell's MV-22, which is a re-boxed Italeri offering. While it has a big advantage over Hasegawa's in that there is an interior for the troop/cargo bay, it has raised panel lines and the moulded detail is soft in places. This builds into an acceptable representation of a

late prototype airframe and is great value (despite just having one scheme), but for those wanting an accurate in-service MV-22, it needs countermeasures blisters/sensors/dispensers, airframe bulges/strakes, a reworked cockpit and nacelles, and a ramp gun. The decals provide all the colourful regalia, with large items for the black outer and chequered inner tails, but the matt carrier film might encourage silvering (notably on the windows):

- 168300/00/EH, VMM-264 'Black Knights', MCAS New River, 2013

SCRAPPY TWIN PROP

1/72



FMA IA-58A/D Pucará 'Still Flying'

By: Special Hobby

Item no: 72288 Price: €24.30

Web: www.cmkkits.com

Special Hobby's Pucará is re-released and while it's a little long in the tooth, this kit is a sound basis for a great build, especially considering the resin and photo-etched (PE) brass extras. The latter medium is expended mostly on cockpit refinements, such as instrument panels, side consoles and accoutrements for the resin seats, but there are exterior

items too, including antennas, undercarriage leg oleo scissors, coaming trim and static wicks. The other resin parts comprise exhaust ports, propeller mounts and further antennas. Decals for four aircraft are supplied, and these are from Latin American air arms, two having 30th anniversary markings:

- 222/A-58 and 223/A-58, Escuadrón Aéreo No.1 Ataque, Uruguay Air Force, 2005
- A-504, Grupo Aéreo 3, Argentine Air Force, Mendoza, 2005
- '88', Grupo Aéreo 3 de Ataque, Argentine AF, Reconquista, 2010

BOMBER RE-BOXED

1/48



Junkers Ju 88A-4

By: Revell

Item no: 03935 Price: £29.99

Web: www.revell.de/en

Revell is certainly plumbing the depths of ICM's tooling lately, exemplified by this re-boxing of the Ukrainian firm's recent quarter-scale Ju 88A-4. The parts are exactly the same, with just the decals being changed and these have satin carrier film, rather than Revell's usual matt-finished efforts. ICM's Ju 88s have been

well documented in AMW via several in-box reviews (a build is forthcoming), but newcomers should note this series of kits has slight issues with accuracy...yet there are many plus points too, through fine panel line moulding, a busy cockpit, separate control surfaces, entire engines and full defensive machine gun armament. Colour schemes for two different aircraft are provided, both being in standard splinter pattern:

- WNr 8643/V4+AW, 12./KG 1, 1943
- WNr 1050/5K+FB, Stab./KG 51

BEAU-TIFUL NIGHT STALKER

1/144



Bristol Beaufighter Mk.If/IVf

By: Mark I Models

Item no: MKM14450 Price: £15.99

Web: www.4pluspublications.com

Diminutive it may be, but Mark I's Beaufighter isn't limited in scope, as there's an impressive level of detail. Arguably, the interior is on a par with Hasegawa's 1/72 offering, lacking merely a bulkhead to the rear of the cockpit, while the exterior features Mark I's trademark smooth surface, intersected by fine engraving. To allow a choice between Mk.I and Mk.IV, parts for the former are

in resin, along with a 'thimble' radome for the latter. The powerplants are neat two-piece sub-assemblies, while the nacelle 'eggs' are supplied in halves, enabling the exhaust shroud front and engine cooling flaps to be rendered faithfully. There are four 68 Squadron markings options:

- Mk.If, X7583/WM-E, RAF High Ercali, autumn, 1941
- Mk.If, X7842/WM-P, B Flight, RAF Coltishall, summer 1942
- Mk.IVf, MM850/WM-L, RAF Coltishall, October 1943
- Mk.IVf, WM-U, RAF Coltishall, spring 1943

DUAL-ROLE FROGFOOT

1/48



Sukhoi Su-25UB/UBK Combat Trainer

By: Mister Craft

Item no: 070113 Price: £24.99

Web: www.amerang.co.uk

This is a re-box of the OEZ tooling by Mister Craft...a budget brand imported to the UK by Amerang. Dating from the 1990s, this kit shows its age, with heavy and pedestrian detail in places, but it is a sound base for extra embellishment. Panel lines and rivets are engraved, raised and recessed features adorn the instrument panels and side consoles, and there's full intake trunking. One may want to replace the ejection seats with

aftermarket items, though. The glazing is in one piece, so a razor saw is necessary if one wants the canopies open, but there are plenty of weapons. Decal-wise, the markings are passable but some suffer register issues, and the carrier film is matt. A good range of Soviet/former Warsaw Pact schemes include:

- Red 98, Russian AF, 1999
- 3238, 30th Ground Attack Regt, Czechoslovakian AF, 1992
- 3237, Slovak Republic AF, Piestany AB, Slovakia, 1990s
- Blue 61, Ukrainian AF, 2012
- 095, 2/22nd Attack Sqn, Bulgarian AF, Bezmer AB, 2010
- 120, 101st Aviation Sqn, Macedonian AF, Skopje, 2006-10

STRIPED FIGHTER

1/144



Eurofighter Typhoon 'Bronze Tiger'

By: Revell

Item no: 03970 Price: £6.99

Web: www.revell.de/en

Modellers impressed with Revell's 1/48 'Bronze Tiger' Typhoon should cast an eye over its 1/144 version, and especially the decal sheet... which is almost four times the size of the model! The type's sinuous lines have been captured well, and while the engraving is visible, it isn't notably over-scale. Although

the four-part cockpit is busy, there aren't decals for the instrument panel or consoles, but the effect is pleasing. Options include raised/lowered undercarriage and a selection of weapons and fuel tanks, including ASRAAM, IRIS-T, AMRAAM and Meteor missiles. The single scheme is for Taktisches Luftwaffengeschwader 74's 30+09 'Bronze Tiger' airframe, which participated in the 2014 NATO Tigermeet in Germany, winning the 'Best Painted Aircraft' award.

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LUFTWAFFE ARMOUR

1/35



Befehls Panther Ausf.G

By: Dragon

Item no: 6847 Price: £59.99

Web: www.hobbyco.net

This appears to be the Cyber-hobby kit, but with differences such as one-piece DS Styrene tracks instead of individual links. The markings are also changed, to offer the well-known 'Red R01', an Ausf.G command tank with the HQ Company of Panzerkorps Hermann Göring. Many parts from the firm's previous Panthers are present, and the detail

is sublime in most cases. Subtleties such as fine teeth on the turret ring, star aerial with extension, radiator panels with two types of fans, and optional open/closed louvers on the engine deck air intakes all feature. Real metal tow cable is provided, along with photo-etched brass engine screen mesh. Livery-wise, there's an unidentified vehicle but the more interesting option is Red O1; this vehicle wore side-skirt armour painted in the disc pattern, but Dragon does not offer the skirts in this release, which is a shame.

ALLIED EVERY-TRUCK

1/35



Chevrolet C30A General Service (steel body)

By: IBG Models

Item no: 35038 Price: €25

Web: www.ibg.com.pl

It's hard to know where to begin with this kit, due to its quality. Depicting a licence-built Canadian Military Pattern 30cwt with Type-12 cab (recognisable by the split radiator grille), the 16 styrene runners feature crisply moulded parts and slight attachment points...a small photo-etched brass fret supplies enhancements

for the engine grille and fan. Both interior and exterior are packed with detail, notably the engine and transmission, cab and suspension. A single-piece styrene tarpaulin is supplied, as is a full framework for those preferring a canvas-tilt-free vehicle, and there are options for a cab roof with/without a passenger/gun hatch. Two schemes are supplied:

- CL 4203791, 4th Canadian Inf Bde HQ Coy, England, 1942
- CL 4203698, 48th Highlanders of Canada Inf Regt, 1st Canadian Inf Bde, England, 1942

DRESSING STATION SAVIOUR

1/35



Model T 1917 Ambulance

By: ICM

Item no: 35661 Price: £16.80

Web: www.icm.com.ua

Given the Ford Model T's iconic status, it's surprising the type has featured so little in 1/35 releases... thankfully ICM is addressing this shortfall. The firm's gorgeous 1/24 design has been scaled down for this release, with the sumptuous interior simplified to depict a World War One ambulance. It shares the sharp moulding of its larger cousin, and if anything, the detail is even more impressive,

notably the four-cylinder in-line engine. The flashy metallic trim of the civilian vehicles may have gone, but ICM hasn't scrimped on the interior features, and the box-body section is kitted out with benches and stretchers. Even better, an ambulance with figures (35562) will be released later this year. Four overall green colour schemes are offered:

- US Army, USA, 1917
- 140496, 524 SSU, American Expeditionary Forces, 1918
- 141427, 625 SSU, AEF, 1918
- 218118, 26 SS, French Army, France, 1918

DOUBLE THE FUN

1/72



T-34/76 Soviet Battle Tanks

By: Pegasus Hobbies

Item no: 7661 Price: £11.99

Web: www.pocketbond.co.uk

Wargamers and modellers will enjoy Pegasus' dual kit, as these T-34s are part of the company's 'E-Z build' series, with just 36 components per tank. While the parts may not be the most detailed, nor boast fancy slide-moulding, they are crisp, with pleasing raised features and will be simple to construct. In terms of

accuracy, the hull and turret shapes appear correct, with the latter depicting the early style cast item. Tracks and half the running gear are supplied as single-piece assemblies, one per side, with the outer wheels provided separately. Other accoutrements, such as external fuel tanks or add-on armour must be acquired from the aftermarket. The same is true if one desires any markings, and the green styrene is aimed at builders not wanting to paint their models.

'PAPER' TANK-DESTROYER

1/72



SU-85i

By: Attack Kits

Item no: 72895 Price: £15.99

Web: www.hannants.co.uk

The quality of the styrene alone makes this kit a quality offering, but when matched with the accompanying resin parts and turned brass barrel, fans of small-scale armour have a splendid package. Basically, Attack has mixed its Panzer III chassis with new parts to produce a cool 'what-if' subject, whereby said hull is fitted with a casemate

and Soviet 85mm gun. High points are the anti-slip texture and tools on the upper hull, well-rendered hatches and cupola, and convincing running gear. Link-and-length tracks (including resin curved portions for each end), ease construction, while the other parts in the latter medium ensure a finer finish; these include a jack, towing eyes, idler wheel hubs and main gun mantlet. The schemes are figments of the imagination, but look as though they'd work in real life and offer a mixture of camouflage; the decals are also well printed.

BIG GUN RECONNAISSANCE

1/35



Vollkettenaufklärer 38 w/7.5cm Kanone 51 L/24

By: Dragon

Item no: 6815 Price: £59.99

Web: www.hobbyco.net

Dragon has gone Hetzer mad, with its third release of the type in less than a year. While the chassis is certainly 38(t)-based, the main armament is unusual, and thanks to parts from a Pz.Kpfw.IV and Sd.Kfz.234, it has produced this one-off recce vehicle prototype. Three of the 13 runners are almost

completely unused, but one gets a stunning interior, engine and 7.5cm K51 L/24 main gun (in addition to a host of spares). In a welcome break from recent kits, the tracks are in link-and-length format, with extras to adorn the rear hull. The moulding is first class, with the punched-metal equipment box notable for its refinement. Just a single machine was built, so the three schemes are notional, with a trio of different camouflage styles (ambush, standard late-war and whitewashed).

ARMED PULPIT

1/76



M7 HMC Priest

By: Revell

Item no: 03216 Price: £7.99

Web: www.revell.de/en

This is not a new example of Revell's usually excellent small-scale armour, but in fact the third of this firm's re-issues of Matchbox's original 1979 tooling. The difference is apparent immediately; soft detail in places, raised lines where they should be engraved, and unrefined figures. That said, accomplished military modellers could still turn this into an improvement project, and the

supplied base, with moulded track impressions, could be embellished further to ensure better realism. The running gear isn't bad considering the kit's age, and the 'rubber band' tracks are almost as good as those in more modern boxings. With perseverance, this could turn into a great little build. One US (Olive Drab) and one British (two-tone camouflage) vehicle are on the colour guide:

- US 5th Army, Mount Camino, Italy, December 6, 1943
- 12th HAC Regt (RHA), British Army, Monte Cassino Plain, May 16, 1944

BEUTEPANZER!

1/35



8.5cm Sturmgeschütz auf fgst.T 34 Jagdpanzer SU-85(r) with crew

By: MiniArt

Item no: 35299 Price: £43.99

Web: www.miniart-models.com

MiniArt offers extra variety via its existing SU-85 mouldings, to depict a captured vehicle. This is the kit without interior, but one does get parts for early and late examples, and the quality is excellent. While not suitable for novice or younger modellers, due to the many small parts, old hands will rejoice. There's fully detailed suspension, a main

gun breech and slide-moulded barrel, separate hatches, individual track links and 75 PE components. MiniArt's five-figure German SPG Crew Rider set (35054) is a bonus, giving extra life to one's build. Six schemes are suggested, with the options wearing Soviet green, or German camouflage; the decals offer crosses, vehicle numbers and a large German flag (without Swastika). Options include:

- '213', 2 Kompanie, Pz.Jg.Abt. 128, Romania, 1944
- '04', Grossdeutschland, 1944
- 12.Pz.Div, Kurland, February 1945

DESERT AUSSIES

Anzac Infantry - Middle East

By: W^D Models

Item no: WD57

Price: £8.25

Web: www.wdmodels.com

W^D Models' delivers yet more great small-scale World War One resin figures, this time portraying five Anzac troopers; perfect for replicating scenes in the Middle East. All poses are of standing soldiers, including one in the 'at ease' drill stance, and there's a choice of well-cast heads, with either soft peaked cap and neck curtain or Aussie Slouch hats. Each soldier has a Lee-Enfield rifle, haversack and canvas bag, while there are separate canteens. These would be ideal for a vignette, or better



still mixed with figures from W^D's Anzacs in relaxed poses (WD55) and walking (WD59) packages.

1/76

GREAT WAR FLYERS

RFC Pilots

By: Elan13 Miniatures

Item no: N/A

Price: £11

Web: www.elan13.co.uk

Accomplished figure painters could have much fun with this pair of resin World War One pilots, posed in a relatively relaxed state; great for a small vignette, or enlivening a diorama with a suitable 1/48 aircraft. Proprietor Robert Lane's sculpting is very impressive, with details such as sheepskin over-trousers, long coats and scarves all rendered convincingly. One flyer has no headgear, but splendid hair and facial nuances, while the other wears a leather flying helmet and goggles. A separate map with integrally cast right hand is supplied for the



helmeted 'jockey', and either (or both) would look great with Eduard's new SE.5a we'll wager. The applications are legion considering the kits available.

1/48

GERONIMO'S MEN?

1/35



Apache Attack

By: Master Box

Item no: MB35188 Price: £10.99

Web: www.creativemodels.co.uk

Arguably the undisputed champion of refreshingly different figures, Master Box now turns its focus to the 'Wild West', with these Apache braves. The clothing is well considered, whereby both subjects wear strapped animal skin boots with trousers and breechcloths. One Indian sports a long-sleeved smock and jerkin, while the other has a liberated US Cavalry jacket. To have one of the native Americans on horseback is a boon, and the steed, with Indian saddle and blanket, looks great in mid-gallop. Dynamism is ensured through flowing hair on the mounted Indian, and mane and tail on the horse.

SMILE FOR THE CAMERA

1/35

US Infantry (1917)

By: ICM

Item no: 35689 Price: £8.50

Web: www.icm.com.ua

It's hats off to ICM (and not just for the fine replica headwear), as they've taken four American infantry figures and added a runner from its WWI US Infantry Weapon and Equipment set (35688). The scenario is of a Lieutenant photographing a three-man patrol, comprising a Sergeant and two privates. Each mannequin is a six-piece ensemble, with realistic poses for all and the detail is to ICMs usual high standards, with clearly defined pockets, seams and straps. The patrollers carry Springfield M1903 rifles (with/without bayonets), with the NCO also toting a Colt M1911 pistol (as does the officer). However, in terms of options, there are too many to list, with multiple choices of headgear, firearms and equipment.



NATIVE AMERICAN ANGER

1/35



Tomahawk Charge

By: Master Box

Item no: MB35192

Price: £10.99

Web: www.creativemodels.co.uk

Part two of Master Box's Indian Wars series, this package provides two native Americans in full attack (or should that be defence?) mode. As with the first release, one Indian is on horseback and said animal is well rendered. Pleasing features include fringes on the leggings and jacket, braided hair on the mounted subject and the presence of animal skin quivers; the Indian on foot has a breechcloth to boost the detail levels, and a tomahawk and three-pronged gunstock club are also supplied.

CHAIR-BORN BIGGLES

1/72

RAF Pilots Seated in A/c (WWII)

By: PJ Production

Item no: 721136 Price: €4.60

Web: www.pj-production.be

While most Airfix kits have crew figures, the same can't be said of other manufacturers, so PJ Production's World War Two seated RAF pilot set is ideal for any 'in motion' aircraft displays. The two-piece subjects each have one arm separate (left on one, right on the other), allowing a degree of flexibility for the pose, making them equally suitable for single- or multiple-seat airframes. Sculpting and casting are first-rate, notably for the Mae West, and oxygen mask and tube.



1/72

ST NAZAIRE SMASHER

1/700



HMS Campbelltown 1942

By: Flyhawk

Item no: FH 1105

Price: £16

Web: www.flyhawkmodel.com

HMS *Campbelltown* is arguably the most famous of the Town-class (ex-US Wickes-class) destroyers, due to its participation in Operation Chariot, which aimed to destroy the St Nazaire dry-dock, yet Flyhawk's 1/700 offering is the first in this scale. And what a kit! Full-hull and waterline options are provided, and the moulding on the smaller components (notably the 20mm Oerlikon

cannon) rivals that of resin equivalents. Best of all, Flyhawk has reproduced the vessel's Operation Chariot appearance faithfully, right down to the bridge shrapnel protection mattresses, stacked life rafts, and a packed PE fret finishes the package, supplying railings, anchors and a neat stand, complete with ship's crest. For those seeking extra embellishment, Flyhawk's *Campbelltown* is also available as a limited-edition package (FH 1105S) with extra PE (including figures), turned-brass bollards and 12pdr gun barrel, and a length of Uschi van der Rosten thread.

FIRST OF THE BREED

1/700



HMS Hermes

By: Flyhawk

Item no: FH 1122

Price: £39.50

Web: www.flyhawkmodel.com

Famous for being the first purpose-designed aircraft carrier (although not the first completed), HMS *Hermes* (pennant number 95) hasn't received much attention, with just Aoshima's kit being available previously. That's all about to change thanks to Flyhawk's wonderful styrene creation, which is packed with expertly moulded parts. It's hard to isolate a single highlight, such is its quality, with a detailed hangar (moulded

integrally with the floor/transom decking), full provision of railings and cranes on a high-quality PE fret, interlocking runners to protect delicate components, a slide-moulded single-piece superstructure, and well-appointed hull. A complement of eight Swordfish is included, and these are detailed extensively with PE, which adds wing struts and cross-bracing, 'v' struts for the lower mainplane and even a diminutive machine gun for the rear cockpit. The carrier can be built in either waterline or full-hull configuration, and all deck markings are supplied as decals, along with aircraft roundels and tail flashes.

WARTIME NYMPH

1/700



HMS Naiad

By: Flyhawk

Item no: FH 1112S

Price: £59

Web: www.flyhawkmodel.com

Flyhawk's HMS *Naiad* 1940 is a great package in basic form (FH 1112S), but this limited-edition version adds extra pizzazz. It crams in 18 styrene runners, more than 12 off-runner components (including full and waterline hulls), most of which are boxed separately, two additional PE brass frets, (bringing the total to three), turned brass barrels and bollards and even Uschi van der Rosten rigging thread. Flyhawk has a reputation for beautifully fashioned parts, and this kit raises the bar even further, depicting the vessel as

it appeared in 1940, wearing early war disruptive three-tone camouflage. Perhaps the standout item (although there are many highlights) is the open bridge, which is festooned with binoculars, searchlights and fire-direction towers, topped off by a liberal sprinkling of railings and ladders. Options abound with the PE, from railings, anchor chains and jack stays to the choice of open/closed watertight doors and separate cable reels, but note two frets have their own instruction leaflet. If there is one minor gripe, it's the lack of a stand for the full-hull configuration, although for the waterline version, clever cutting and folding turns the box into a display base. Flyhawk kits are available in the UK via Conwy's Starling Models.

POCKET-SIZED BATTLESHIP

1/1200



Roma

By: Revell

Item no: 05821

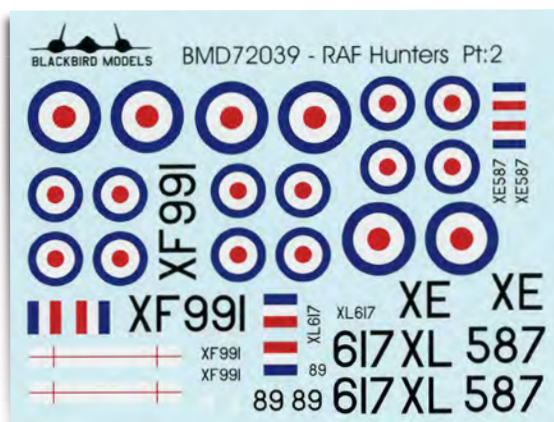
Price: £6.99

Web: www.revell.de/en

Revell has re-boxed one of its Mini-Ships range in its current smart black packaging, offering modellers a quick and easy build. The lineage of *Roma* can be traced to Casadio's 1971 *Vittorio Veneto*, and the parts are

identical. For its age and scale, this is a pleasantly well-detailed offering, and with its large attachment points little, if any, glue should be required. There are just two decals, for the ship's name, so the red/white striped bow decking will need careful masking and painting. This is a splendid little waterline kit, ideal for novice modellers, and will be a quick build...but the real fun will be in the painting!

COLD WAR CLASSIC



RAF Hunters Pt:2

By: Blackbird Models

Item no: BMD72039 Price: £5

Web: www.blackbirdmodels.co.uk

Here's another helping of Blackbird's 1/72 markings for the delectable Hunter, and the schemes/sub-types do ensure variety. One jet wears Light Aircraft Grey, with a red spine and tail (and wing tanks), another

sports more standard Dark Sea Grey and Dark Green over aluminium, while the third has a Light Aircraft Grey airframe with black nose anti-glare panel. The subjects in question can be built via

the Revell and Xtrakit offerings, along with conversion parts from Blackbird, and Odds and Ordnance:

- F.6A, XE587, Aeroplane & Armament Experimental Establishment, Farnborough, 1960s
- F.4, XF991/4, 229 Operational Conversion Unit, RAF Chivenor, 1957
- T.7, XL617/89, 1 Tactical Weapons Unit, 1970s

1/72

VIRGIN REFUELLER

Republic F-105D Thunderchief

By: Kits-World

Item no: KW172151 Price: £10.20

Web: www.kits-world.com

Previously available from Cutting Edge Decals and Albatross Modelworks, 'Pussy Galore II' (along with the original) and 'Cherry Girl' are among the most salacious artworks to adorn an aircraft. Kits-World has added this scheme to both 1/72 and 1/48 ranges, capturing Captain Vic Vizcarra's paintwork faithfully. The second scheme is far more family friendly, portraying the cartoon characters Rocky and Bullwinkle as 'Dynamic Duo II'. Both F-105Ds are in standard South East Asia camouflage, with limited stencilling and small national insignia. Note 59-1771 is displayed at the American Veterans Post 2256 in Circleville Ohio and not Eglin AFB (that airframe is 58-1155,



painted as 59-1771). The two liveries are:

- 62-4364 'Pussy Galore II', 354th TFS, 355th TFW, Takhli, Thailand, 1966
- 59-1771 'Dynamic Duo II', Virginia Air National Guard, 1979

1/72

OLIVE DRAB EQUI



USAAF Camouflaged P-51D Part 2

By: LPS Hobby

Item no: LPM72-13 Price: £11.99

Web: www.hannants.co.uk

This second helping of Mustangs from LPS offers yet more pleasing alternatives to bare-metal/lacquer-clad aircraft. Here, two hail from the 357th FG and sport that unit's characteristic red and yellow

chequers and spinner bands. The third, a 4th FG machine, is a little less exciting with just a red rudder and nose flash to add interest. LPS states that while the official paint was Olive Drab over Neutral Gray, it does also bring RAF shades into the equation... and this is confirmed by Merle Olmsted's book 'To War with the Yoxford Boys'. Stars and bars for just one aircraft are provided, but the overall quality of these decals is excellent and LPS's instructions offer

plenty of colour illustrations/notes. The options are:

- P-51D-5-NA, 44-14507/C5-E 'Tangerine', Lt H Pfeiffer, 364th FS, 357th FG, 1944
- P-51D-10-NA, 44-14798/G4-V 'Master Mike', Lt Col JE Broadhead, 362nd FS, 357th FG, 1945
- P-51D-15-NA, 44-15347/QP-J, Howard 'Deacon' Hively, 334th FS, 4th FG, 1944

1/48

OLD MAN BIPLANE



Gloster Gladiator (J8, J8A) in Swedish Service Vol II

By: SBS Model

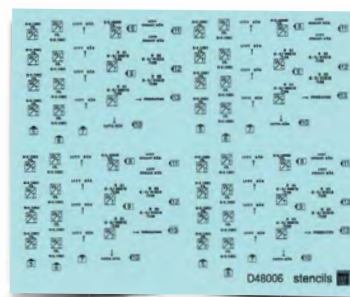
Item no: D48006 Price: €8

Web: www.sbsmodel.com

SBS Model's second Swedish homage to Gloster's rugged biplane service provides schemes for a single late-1939 airframe, and three Swedish Voluntary Wing F 19 aircraft, which supported Finnish forces in the Winter War (1939-40) against the Soviet Union. One machine is in standard Olivgrön (Olive green)/Ljust Blågrå (Light Blue-grey) livery, while the deployed aircraft featured Aluminium Dope disruptive camouflage on the upper surfaces.

Note one scheme can be portrayed to denote a pre-war aircraft, with the fuselage insignia replaced by an outline of an old man with a walking stick, and black skull and crossbones on the tail. The four schemes are:

- J8, White 10, Fighter Wing F8, 2nd Div, Bulltofta, autumn 1939
- J8A, 284/Yellow F, Ian Jacobi, Finland, 1940
- J8A, 278/Yellow H, Martin Wennerström, Finland, 1940
- J8A, 279/Yellow G, Arne Frykholm, Kauhava, Finland, March 1940



1/48

1/48

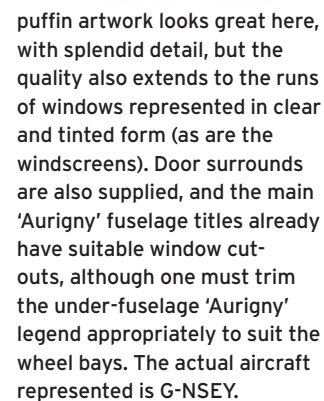
- KH727/DV-J, 93 Sqn RAF, Italy, 1946
- 44-13431/QP/E 'Little Eva', Capt JS Varnell, 2nd FS, 52nd FG, USAAF, Italy, 1944

19/19, 2 (Wellington) Sqn, RAF, late 1940s

1/VC-FBN, Experimental and Test Est, RCAF, Uplands, 1950s

1/1/HU-A, 78 Sqn RAAF, 1946

1/144

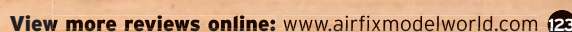


1/72



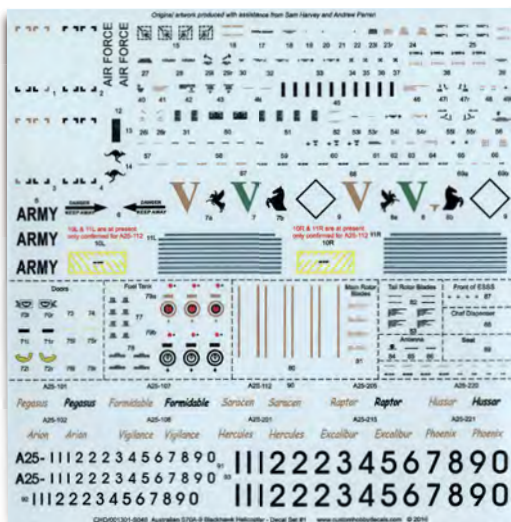
1/72

- Su-27S, Blue 50 'Vasyl Nikiforov', Mirhorod, 2015
- Su-27S, Blue 58, Danish Air Show, 2016
- Su-27UBM-1, Blue 71, Zaporizhia airfield, October 2015
- Su-27UBM-1, Blue 73, Starokonstantinov Air Base, April 2015



ANTIPODEAN WHIRLYBIRDS

1/48



Australian S-70A-9 Blackhawk Helicopter - Decal Set #1

By: Custom Hobby Decals

Item no: CHD 001301-S048

Price: Aus \$27.39

Web: www.customhobbydecals.com

Modellers wanting to build Blackhawks in Australian livery need look no further than this sumptuous sheet from Custom Hobby Decals. It provides markings for ten helicopters from the 5th and 6th

in 1990). Perhaps the one downside is the matt carrier film, which may cause issues with larger items. Just a single side (port) profile is supplied for the three-tone camouflage, so references will be needed for the remainder of the airframe. This set is also available in 1/72 and 1/35 scales and Custom Hobby provides markings for Australian helicopters involved in relief operations in East Timor and Pakistan (001302) and Cambodia (001303).

KIWIS AND 'ROOS

1/72

RAAF and RNZAF National

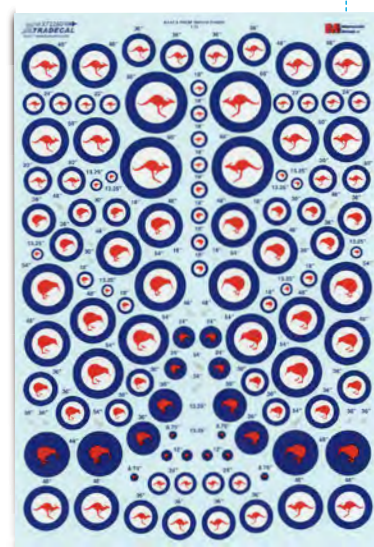
Insignia

By: Xtradecals

Item no: X72260 Price: £4.99

Web: www.hannants.co.uk

Given this sheet is just under a fiver in price, Xtradecals' Aussie and Kiwi insignia represents great value, providing all sizes between 18 and 66in (46 and 168cm) for the former, and 8 to 54in (22 to 137cm) for the latter, with sufficient markings for more than 20 projects. Just a single style of Australian roundel (with a red kangaroo in a blue and white roundel) is supplied, but there are three types for New Zealand; standard blue-and-white with red kiwi silhouette, 'low-viz' overall blue with red kiwi, and the silver fern motif. Modellers will need to



supply standard red/white/blue RAF Type D roundels for the ferns, as these were placed over the red centre.

HERBS AND A MAGIC ROUNABOUT

1/72



markings for 12 aircraft from RAF Kinloss-based 8 Squadron, along with the requisite roundels, fin flashes, unit insignia and wing, fuselage and tail serials...and the wonderful nose art of course! Colour definition and register is perfect, with sufficient opacity to prevent bleed-through of underlying tones. Among these sweet-smelling and psychedelic schemes are:

- WL754/54/8 'Paul', 1973
- WL756/56/8 'Mr Rusty/Snoopy', 1972
- WL757/57/8 'Brian', 1979
- WR960/60/8 'Dougal', 1978
- WL795/95/8 'Zebedee', 1977
- WL741/41/8 'Basil', 1975

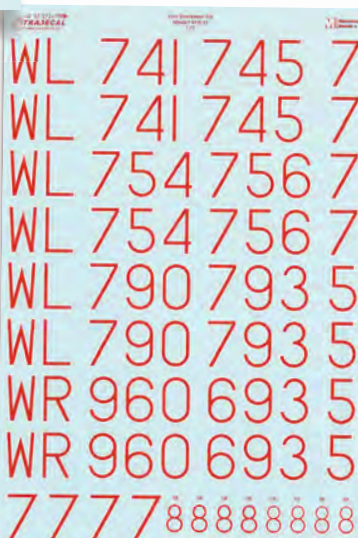
Avro Shackleton Pt.3 Nose Art AEW.2s

By: Xtradecals

Item no: X72272 Price: £9.99

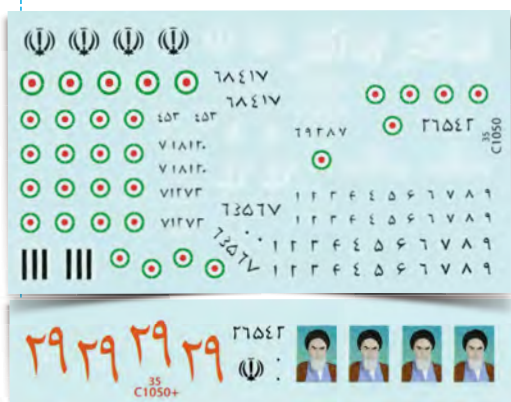
Web: www.hannants.co.uk

Whether one has Revell's 1/72 AEW Shackleton, or is waiting with baited breath for Airfix's offering (or even those brave souls with a Frog Mk.3 and conversion set), then Xtradecals' third sheet on the type is the ideal accompaniment. While the airframes adorned with characters from the children's TV show Magic Roundabout might be more familiar, several wore artwork related to The Herbs. This double-sheet set supplies



PERSIAN ARMOUR

1/35



Iranian Tanks and AFVs

By: Star Decal

Item no: 35-C1050 Price: US \$6.50

Web: www.star-decals.net

Star Decals certainly provides good value, and this sheet for Iranian Artesh (regular military forces) vehicles during the Iran-Iraq War is no exception. With nine vehicles, namely two Chieftain Mk.5s and M113s, an M60, M577, BTR-50PK, ZSU-23-4 and M107 self-propelled gun, it's an eclectic mix of US-purchased

and Iraqi-captured machines. While the stylised sword emblem for Nezaja (Islamic Republic of Iran Army Ground Forces) is to be expected, the posters of Ayatollah Khomeini are a bonus - these were applied either directly to the turret/hull or on a backing plate. The

vehicles include:

- BTR-50PK, 813rd Mech Bn, 28th Inf Div
- M113A1, 718120, 121st Mech Bn, 92nd Armd Div
- Chieftain Mk.5, 26542, 251st Bn, 16th Armd Div
- M577A1, 453, 237th Bn, 37th Armd Bde
- M60A1, 69287, 211th Bn, 81st Armd Div
- M107, 718120, 388th Bn, 33rd Arty Gp
- ZSU-23-43M, 337th AD Bn, 92nd Armd Div

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LAVOCHKIN DETAIL

1/144



La-5FN
By: Brengun
Item no: BRL 144114 Price: €6.23
Web: www.brengun.cz

KP's La-5FN receives a workover, courtesy of Brengun's PE. The cockpit receives the lion's share of the parts, with sidewalls, seat, harnesses, engine control levers, instrument panel and rudder pedals. However, the radial engine also receives a new four-part air inlet front, with three different styles of cooling fan blades, and the undercarriage bays benefit from liners and new scale-thickness doors.

VEE-DUB DELIGHTS

1/24



Safari Type 2 front
By: Huippu/Riemu Design
Item no: HME-007 Price: €8
Web: www.riemudesignshop.com

Eero Kumanto's details give auto modellers excellent alternatives to basic styrene components. This neat item offers VW 'camper van' front window frames in PE, along with the requisite stays... the latter being necessary if one wishes to pose the windscreens in the open position (and for them to look accurate). No recipient kit is mentioned, but we'd bet that Revell's 1/24 kit would be a banker.

HEAT SEEKERS

1/72

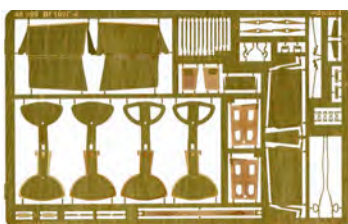


Redtop Air to Air Guided Missile Set
By: BarracudaCast
Item no: BR72214 Price: US \$9.95
Web: www.barracudacast.com

Barracuda has already released the Firestreak missile, with Airfix's Lightning in mind, and here's that earlier weapon's replacement. The quality on these Redtops is just as good, with all resin parts mastered and cast perfectly...offering that crispness only this medium can ensure. Fins and exhaust nozzles are separate items, as are the clear seeker head domes, and well-printed stencil markings are provided. One can use them for older Lightning kits, as well as on the Sea Vixen in this scale.

FRIEDRICH BRASS

1/48

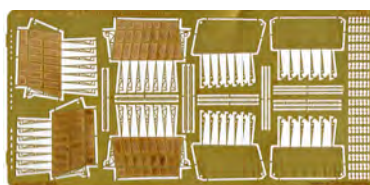


Bf 109F-4
By: Eduard
Item no: 48899 Price: €14.95
Web: www.eduard.com

Eduard's Bf 109 is a classy kit, but any styrene will be improved by a certain amount of photo-etched brass. This array offers structural refinements, such as layered undercarriage doors and bay inserts, wing flaps, radiator flap, fuel tank retaining strap, and brake lines/oleo scissors for the main gear legs. None of the parts should tax those modellers used to PE work, and the kit will be all the better for these simple additions.

LUFTWAFFE LIFT

1/48



Do 215B-5 Nightfighter landing flaps
By: Eduard
Item no: 48867 Price: €22.45
Web: www.eduard.com

The copious bending and folding required for this stunning flap set places it in the realm of the experienced modeller only...but it'll look amazing once completed. Eduard provides all the interior ribs, with lightening holes, as well as the main flap outer panels and just basic surgery on the kit plastic is necessary. One must also source sections of 1mm plastic rod to form the hinge points, but this photo-etched brass will ensure a high degree of detail.

ROCKET PUNCH

1/72



British Missile Hurricane
By: Plus Model
Item no: AL7016 Price: €6.80
Web: www.plusmodel.cz

If this resin set seems familiar, it's because it's almost identical to Plus Model's British Missile Beaufighter package (AL7017), reviewed in February 2017's issue; it uses the same rockets and rails, but different wing panels suitable for the Hawker Hurricane. As before, the missile bodies and launch rails are well protected by resin 'guards', although a downside to this approach is the prevalence of flash. Otherwise, the casting is excellent, incorporating thin fins and even the rocket bracket bolts, and they improve on AZ Model's offerings.

WARHAWK WHEELS

1/48



P-40B Wheels
By: Eduard
Item no: 648270 Price: €5.95
Web: www.eduard.com

For very little money, one can improve upon the wheels in Airfix's P-40B by choosing these stunning resin examples. The sculpting is masterful, particularly on the hubs themselves, although separate photo-etched brass hub covers are also supplied, along with a tailwheel. Tape masks for neat airbrushing complete a useful, good-value package.

ALL AFLOAT

1/700

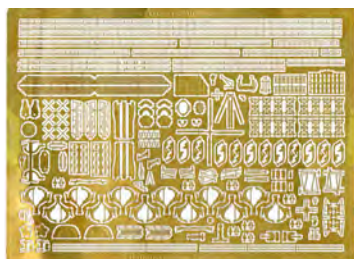


IJN Lifebuoy Set
By: Shelf Oddity
Item no: SO70040 Price: €6.60
Web: www.coastalcraftmodelsuk.com

In 1/700 scale it's common for smaller details, such as separate (as opposed to integrally moulded) lifebuoys, to be omitted from styrene offerings due to moulding challenges. If they are included, it's usually on a photo-etched brass fret, and so this separate ensemble from Shelf Oddity is a boon to ship modellers. There are 48 lifebuoys in two styles, presented on what at first is an unusual sub-frame but, when used with the clever painting template, creating the red/white sections is easy. As a bonus, eight racks are included, into which one or more lifebuoys would be stowed.

ENHANCED
COUNTY

1/600



HMS Devonshire

By: Atlantic Models

Item no: ATEM 60003 Price: £10.25

Web: www.atlanticmodels.net

Atlantic's new set provides for Airfix's classic HMS *Devonshire*. Both Batch 1 and Batch 2 vessels can be built, with the characteristic single or double-tiered Type 965 'bedstead' radar antenna. The highlight is the Sea Slug launcher, with its intricate lattice structure reproduced faithfully. In addition to the usual railings, ladders and flight deck safety nets, there are numerous details omitted in the kit, including 20mm Oerlikon mountings, chaff launchers and launcher enclosures.

HEAVY-
LIFTER

1/72

T-34 Crane Conversion

By: Hauler

Item no: HLH72043 Price: €13.18

Web: www.hauler.cz

Hauler's resin and PE conversion converts a 1/72 T-34 into a rare crane vehicle. Assembly should be relatively simple; the jib is a single piece of PE and, while the turret is replaced by the winch housing, which is a drop-in replacement. Wire or thread is required to replicate the crane's hoist and guy cables, and this is likely to be the most challenging aspect, as these hold the jib in position. Additional details, including grab handles and stowage boxes are PE, while the pulley and hook/sheave are resin.

ARMOUR-
PIERCER

1/72



AS 12 Missile

By: CMK

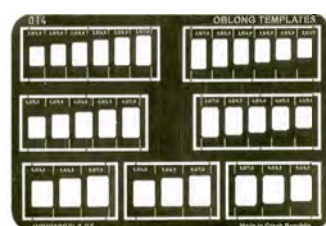
Item no: CMK7360 Price: €7.80

Web: www.cmkkits.com

Aerospatiale's AS.12 has been neglected compared to other Western systems, at least until this resin offering from CMK. The missile was carried by various aircraft and helicopters, including the Westland Wasp, Aérospatiale Alouette III, Breguet Alizé and Hawker Siddeley Nimrod, and there are sufficient parts for two missiles. Each comprises a main body with integral launch rail, four main fins and two angled exhausts. The casting is superb, notably the main body, with inlets for the sustainer rocket.

SCRIBING
SHAPES

1/48



Oblong Templates Plus Rivets

By: HGW Models

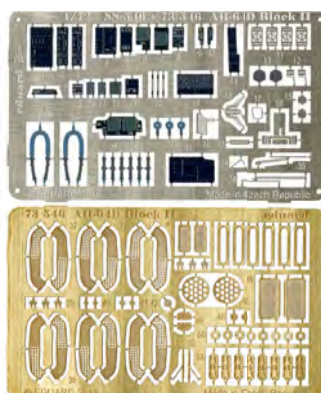
Item no: 482021 Price: €6.79

Web: www.hgwmodels.cz

Scribing panels can be taxing...but thankfully, companies such as HGW provide handy templates to aid the process. This set deals with oblong shapes and supplies seven different styles, each on its own photo-etched metal frame. What makes HGW's efforts stand out from the rest is the provision of raised-relief rivets. These are applied in the same manner as decals (after the scribing is completed), but once dry the transparent foil is removed to reveal the delicate detail.

APACHE
ADORNMENTS

1/72



AH-64D Block II

By: Eduard

Item no: 73546 Price: €17.25

Web: www.eduard.com

Academy's AH-64D is a fine kit, but those seeking extra refinement will appreciate Eduard's PE upgrade. Pre-coloured metal parts enrich the cockpit, generally augmenting moulded features, although these must be removed for the instrument panels and side consoles. Brass additions are for the exterior, with exhaust grilles, blade root attachment panels, Hellfire missile nozzles and M261 rocket pod rear plates, the latter featuring firing contacts for each tube.

BRAVO
HEAT-SEEKER

1/32



AIM-9B Sidewinder

By: Eduard

Item no: 632083 Price: €11.25

Web: www.eduard.com

Hats-off to Eduard for this stunning set of four AIM-9B Sidewinder missiles, perfect for one's Cougars, Tigers (F-11 and F-5), F-105s and early F-4s, F-8s and A-7s. Each missile comprises seven parts, with an optional seeker-head cover, and while the casting is first class, the main body (with commendably thin rear fins) is the highlight, while a photo-etched brass nozzle completes the package. Decals provide all necessary stencilling, and include the correct yellow warhead bands.

UTILITY
WINDOWS

1/72

DHC-2 Beaver Paint Masks

By: Thunderbird Models

Item no: TBM-008 Price: £2.95

Web: thunderbirdmodels.co.uk

Airfix's Beaver might be long out of production, but it's great to see new accessories for it, and Thunderbird Models' canopy and wheel mask set should enable modellers to address one of its main failings...the poorly fitting glazing. Helpfully, these fit the fuselage openings, and not the undersized clear styrene parts, so the gaps can either be filled with cyanoacrylate and polished, or the masks can be used as templates for new windows. Those with Hobby Boss' Beavers will need a different set (TBM-009).

MANNED
PROJECTILE

1/144

Bachem Ba 349

By: Brengun

Item no: BRL 144123 Price: €6.59

Web: www.brengun.cz

Brengun's 1/144 Natters are little gems (see p.115 this issue), but for those seeking extra detail, the firm has released a resin and photo-etched metal upgrade set. There are sufficient parts for two models, with each receiving a vastly improved cockpit (including floor, control column, seatbelts, rudder pedals and an instrument panel). The major external difference is the provision of four two-piece launcher rockets and their rear fuselage attachment points, which will add a welcome splash of colour (as the former units were often red or yellow).



'BAGS' FOR THE JUG

1/72



P-47D/M Thunderbolt 200 US gal drop tank

By: CMK

Item no: Q72 264 Price: €9.30

Web: www.cmkkits.com

Any 1/72 kit of the mighty 'Jug' would benefit from these flat aluminium fuel tanks often sported by the P-47...especially if this style isn't provided with one's chosen kit. Two resin tanks are supplied, along with their racks, and a pleasing aspect is the rendering of the waisted 'seam' that runs laterally all around the outside of the unit. A filler cap is also present, and the tanks can be carried under the wings, or a single item under the centreline.

EAGLE GEARS

1/32



F-15A/B Michelin Aviator Wheels and Tyres

By: GT Resin

Item no: N/A Price: US \$25

Web: www.largescaleplanes.com

Tamiya's 1/32 early F-15s will benefit from this package, which replaces the main and nosewheels. As with all GT's F-15 wheel sets, the larger four-piece units are designed so when the brake unit is inserted into the hub, the wheel will fit onto the undercarriage leg at the correct angle. Separate inner and outer faces ensure the detail is captured accurately, and raised logos/data is on the sidewalls. The nosewheel is simpler, with three parts, but must be assembled in sequence to hide the kit's screw attachment.

QUICK ESCAPESKI

1/32



KM-1 Ejection Seats

By: HAD Models

Item no: 13203 Price: €12.67

Web: www.hadmodels.com

Got 1/32 MiG-23 or Mig-21 two-seaters? If so, these cool resin ejection seats from HAD Models will certainly be better than the kit's options. The detail is impressive, as all the conduits and piping on the rear is present, and splendid renditions of the harnesses are cast integrally. Leg guards are separate items, as are headboxes and seat-pan firing handles; the arm guards are cast in the up position. One also receives multi-part control columns for extra detail.

VIPER ACCESSORY

1/48



AH-1Z Linkless Ammo Box

By: Werner's Wings

Item no: 48-11 Price: US \$8

Web: www.wernerswings.com

Designed to fit Kitty Hawk's 1/48 AH-1Z kit, Floyd Werner's resin ammunition box has worthy detail, and is a drop-in replacement once the basic existing styrene 'lump' has been cut out of the kit ammo bay. The instructions are excellent, as they supply colour photos, manufacturer drawings and pertinent information about the loading/carriage system.

DELTA RANGE EXTENSION

1/72



RP825 Fuel Tank

By: PJ Production

Item no: 721220 Price: €4.80

Web: www.pj-production.be

Any 1/72 Mirage III/V build would be enlivened by this resin centreline fuel tank, which was carried by many users' aircraft, but especially those operated by the Swiss and Israeli Air Forces. The tank comes with the rear fins cast in situ, and has a separate pylon also supplied. This is a topical release, as PJ (and associate producer High Planes, which sells the same toolings but with different decals), has re-tooled its own Mirage kits to improve the panel lines (see News, this issue).

'WILD' ABOUT PE

1/144

FM-2 for Sweet kit

By: Shelf Oddity

Item no: S0214410 Price: £4.20

Web: coastalcraftmodelsuk.com

The Shelf Oddity brand is imported to the UK by Coastal Craft, and the range has seriously handy items for aircraft modellers who favour 1/144 scale. This small-but useful photo-etched brass detail set is for Sweet's FM-2 Wildcat, and the parts include engine cowling gills, a seat, radio mast, mainwheel bay doors, a wing pitot and more. Some components are very tiny, so good magnification, fine tweezers and patience are vital!



SOVIET BOMBER DETAILS

1/48



Su-17/20/22 Fitter Pitot Tubes and 30mm Gun Barrels

By: Master Model

Item no: AM-48-122 Price: £7.40

Web: www.master-model.pl

Until the release of Kitty Hawk's new 1/48 Fitter, we had to rejuvenate older products from OEZ/SMER, and their eventual re-boxings by KP and Eduard. This pitot and gun barrel set will go a long way to refining the aforementioned kits, but could still offer more quality to Kitty Hawk's, given the limitations of styrene moulding. The turned brass items are sublime, and the resin antenna sections with their many fine vanes will be a welcome improvement.

RUSSIAN SNAKE

1/48



R-77/AA-12 Adder

By: Eduard

Item no: 648143 Price: €11.25

Web: www.eduard.com

Possibly inspired by AMK's recent MiG-31 Foxhound kits, this missile can also be employed on many other Russian fighters, such as the Su-27/30/33/35, and Romanian MiG-21-93 LanceR. Eduard's package provides four stores in resin, with separate body and tail fins, photo-etched brass details and waterslide stencil decals for each missile. Pylon adapters are also provided.

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PLASTIC SURGERY

Quiz AMW's team of contributors, regarding your own modelling mysteries...

NIGHT FIGHTER



Nocturnal combatants

Q How do I make a black-coloured aircraft look realistic rather than just appear like a model? I'm looking to build night fighter aircraft but not sure how to weather them. Usually, I'd add a dark panel line wash but can't see how that

would work in this case?
David Cowan, Penarth, Wales, UK

AMW's Steve Budd replies:
"Any single-toned finish has a propensity to look toy-like, so your first port of call is research; books, magazines and the

web will all yield material and individual aircraft types have their own particular weathering characteristics. A dark panel line wash could work if it was combined with a shade such as Tamiya XF-69 Nato Black (really a very dark grey) but in truth, reference images reveal a propensity towards panel breaks being light in tone. Experiment.

Use a previous build; paint one upper wing full black, the other Nato Black or similar. Dab both wings with a very thin darkish-grey oil wash. Be random, be light of touch and dab lightly with a dry sponge to mark the wash, again randomly. Lightening of some panel lines will occur in consequence. Seal the wash with a suitable clear matt varnish, repeat with a lighter grey and seal as before. Then repeat with a lighter grey and seal. Note the differences in wings. Which do you prefer? If bits and pieces look too light, overcoat delicately with a very thin, lightly dabbed black and gently sponge and seal. If adding walkway wear, don't leave it bright metal - seal with clear matt and dab black wash over it and seal to mute the tone, and pull it in line with the other weathering."

COLOUR SCHEMES

(Andy Hay/www.flyingart.co.uk)



VC winner

Q Where can I obtain an Avro Manchester FN20 rear turret for my 1/72 model? Also, what were the squadron codes for Leslie Manser's aircraft when he won the Victoria Cross on the 1,000-bomber raid to Cologne, and were they red or grey? The aircraft came from 97 Squadron and was sent to Skellingthorpe (50 Squadron) for that raid.
Bryan Trott, Bristol, UK

AMW's contributor Andy Davies is a Bomber Command aficionado, and says: "The Manchester never adopted the FN20 turret operationally

due to drag/weight issues, though it was tested in mock-up form by the Royal Aircraft Establishment. The rear turret fitted to all Manchester Mk.I/la aircraft was the FN4/4A. You don't mention which Manchester kit you have, but if it's of any help the Stirling Mk.I, Whitley M.IV and V, Sunderland Mk.II and III and Wellington Mk.III all used them. I ended up trying home-made vac-formed items on my builds instead. At the time 50 Squadron, based at Skellingthorpe, sent Leslie Manser to collect Mk.I L7301 from 106 Squadron at Coningsby which, being one of the earliest Manchesters with very few flying hours and used mainly as a squadron circuit trainer, it

still had no mid-upper turret fitted. The aircraft was finished in the early A-style camouflage scheme, sported A1 66 1/2 in fuselage roundels, dull red 8 in serials and 27 x 24 in 8 in segment fin flashes. Manser's aircraft was coded ZN-D 'Dog', although the code colours are difficult to determine as few photographs survive of either 50 or 106 squadron Manchesters. Most artworks depict L7301's codes as Medium Sea Grey, while the few images I have of ZN-coded aircraft as of May 1942 indicate the codes and serials to be dull red, as the aircraft had just recently been re-coded. As far as I know, no images of L7301 still exist to verify this either way."



Do you have a modelling conundrum regarding techniques or references? If so, why not quiz our band of contributors, history writers and industry contacts? Simply send your query via e-mail (with The Plastic Surgery in the subject line), to: chris.clifford@keypublishing.com, or a typed letter by post to: The Plastic Surgery, Airfix Model World, Key Publishing Ltd, PO Box 100, Stamford, Lincolnshire, PE9 1XQ, United Kingdom. Please provide your postal address. Each question printed will receive a selection of Ultimate Modelling's sanding sticks worth approximately £15. For further details on Ultimate Modelling Products, please visit www.umpretail.com



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History features are provided by the renowned authors Dana Bell, Malcolm V Lowe and Terry Higgins, and all are accompanied by superb period images and colour profiles. The five in-depth Mosquito build projects are:

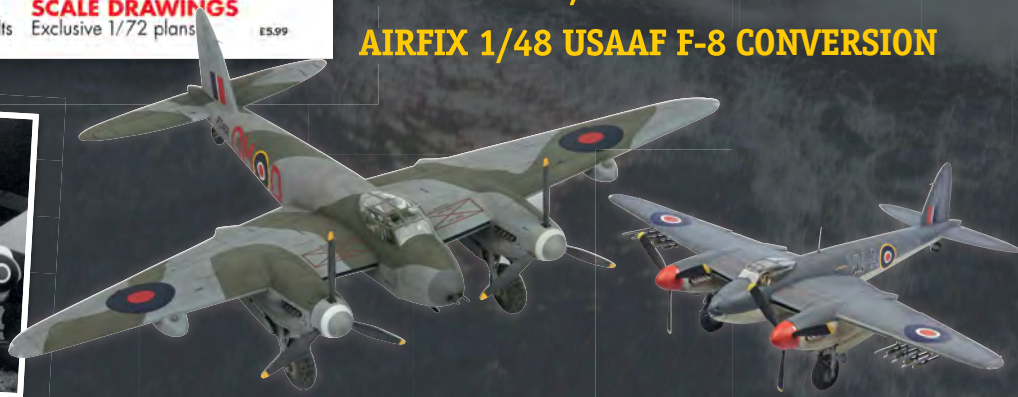
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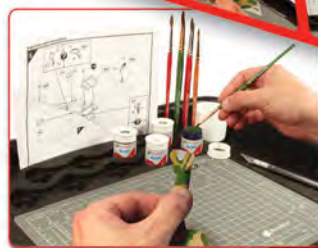
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